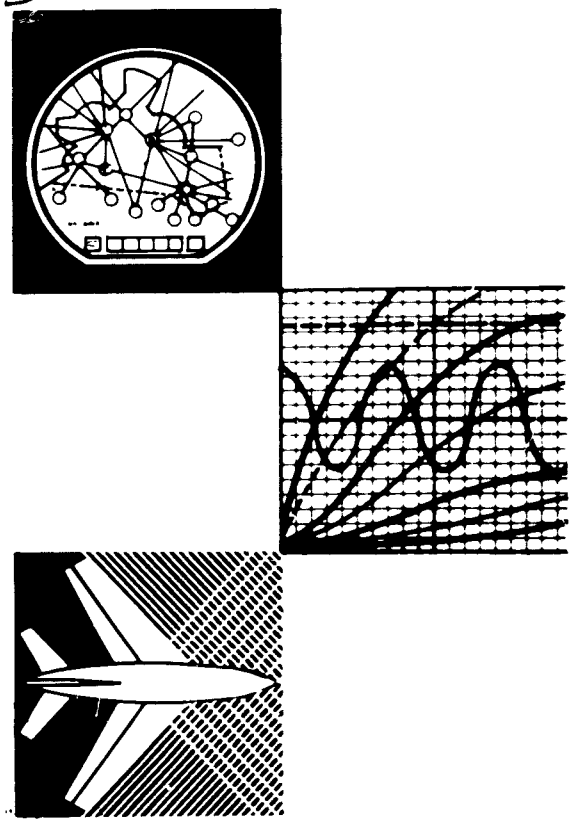
63-3-2

MEMORANDUM REPORT
PROJECT NO. 150-2S

# MILITARY CROSS-COUNTRY FLIGHT ACTIVITY

## *Typical Busy Day*



February 1963

**FEDERAL AVIATION AGENCY**
Systems Research & Development Service
Systems Management Division

Traffic and Economic Analysis Area
Washington, D.C.

MEMORANDUM REPORT

# MILITARY CROSS-COUNTRY FLIGHT ACTIVITY TYPICAL BUSY DAY

Project No. 150-2S

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February 1963

FEDERAL AVIATION AGENCY
Systems Research and Development Service
Systems Management Division
Washington 25, D. C.

## ABSTRACT

Systems Management Division, Systems Research and Development Service
Federal Aviation Agency, Washington, D.C.
MILITARY CROSS-COUNTRY FLIGHT ACTIVITY, TYPICAL BUSY DAY
Prepared by Richard G. Brown, Traffic and Economic Analysis Area
43 pp. includ. 23 figs., Memorandum Report

Continuing changes in the quantities and types of aircraft flown by the military services are such that periodic updating of military flight activity is necessary.

This report was prepared from flight plans submitted for three peak days in Fiscal Year 1961 by the Military Flight Service Centers.

The information presented in this report describes military cross-country flight activity in the Continental United States on a typical busy day.

CONTENTS

# INTRODUCTION

The purpose of this report is to update a previous survey of military cross-country flight activity prepared by the Traffic and Economic Analysis Area in 1958. This typical busy day of military itinerant flight activity was prepared from flight plans submitted for three peak days in FY 1961 by the Military Flight Service Centers. All peak days assembled into a typical busy day fell on a Friday.

Military cross-country flying as used in this report includes point-to-point and round-robin flights. Point-to-point flights depart one airfield and arrive at another. Round-robin flights leave the area defined as local, usually a radius of 100 miles, and return to the departure airfield without an intermediate stop of more than fifteen minutes for the purpose of discharging passengers. Also included are local flights which have filed an IFR flight plan.

Those portions of the report indicating flight activity pictorially were prepared on the Cartographatron, an electronic machine which displays data feed-in thru a cathode ray tube used in combination with photographic emulsion.

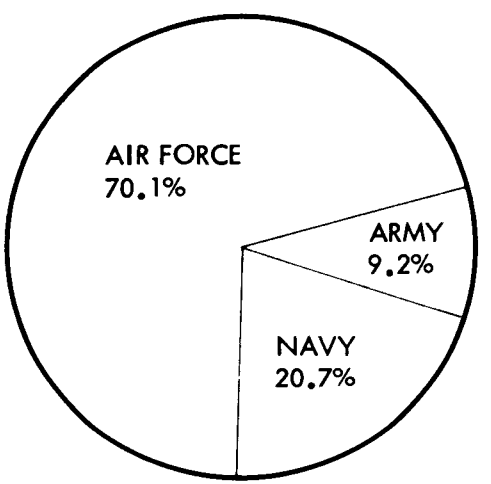
The information presented in this report, together with data pertaining to military local, general aviation, and air carrier activity, is used to determine traffic activity estimates which indicate necessary changes in the national airspace utilization system, equipment justification and modernization.

# DISTRIBUTION OF FLIGHTS BY AIRCRAFT TYPE AND SERVICE

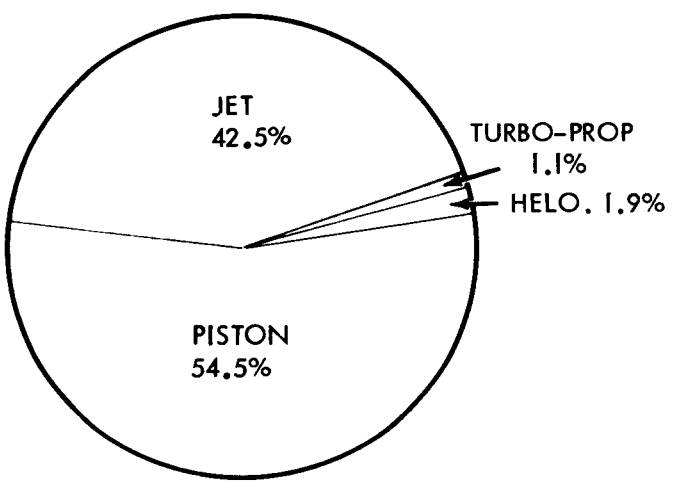
| AIRCRAFT TYPE | ALL SERVICES | | AIR FORCE | | NAVY | | ARMY | |
|---|---|---|---|---|---|---|---|---|
| | No. | % | No. | % | No. | % | No. | % |
| Total | 5,141 | 100 | 3,602 | 100 | 1,065 | 100 | 474 | 100 |
| Jet | 2,183 | 42.5 | 1,897 | 52.7 | 286 | 26.9 | - | - |
| Piston | 2,803 | 54.5 | 1,647 | 45.7 | 742* | 69.6 | 414 | 87.4 |
| Turbo-Prop | 58 | 1.1 | 57 | 1.6 | - | - | 1 | 0.2 |
| Helicopter | 97 | 1.9 | 1 | a/ | 37 | 3.5 | 59 | 12.4 |

* Includes One Airship Flight

a/ Less Than 0.05%




**SERVICE**




**AIRCRAFT TYPE**

## DISTRIBUTION OF FLIGHTS BY CLASS AIRCRAFT AND SERVICE

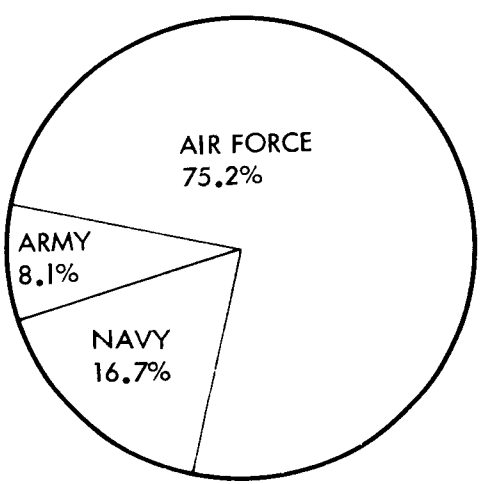
| Aircraft Class | All Services | | Air Force | | Navy | | Army | |
|---|---|---|---|---|---|---|---|---|
| | No. | % | No. | % | No. | % | No. | % |
| TOTAL | 5,141 | 100.0 | 3,602 | 100.0 | 1,065 | 100.0 | 474 | 100.0 |
| Single Eng. Reciprocating | | | | | | | | |
| Light | 131 | 2.5 | 6 | .2 | 3 | .3 | 122 | 25.8 |
| Heavy | 346 | 6.7 | 96 | 2.7 | 48 | 4.5 | 202 | 42.6 |
| Multi-Eng. Reciprocating | | | | | | | | |
| Under 12,500 lbs. | 553 | 10.8 | 194 | 5.4 | 270 | 25.4 | 89 | 18.8 |
| Over 12,500 lbs. | 1,772 | 34.5 | 1,351 | 37.5 | 420 | 39.4 | 1 | .2 |
| Turbo-Prop | 58 | 1.1 | 57 | 1.6 | - | - | 1 | .2 |
| Turbo-Jet | | | | | | | | |
| Single Engine | 1,503 | 29.3 | 1,261 | 35.0 | 242 | 22.7 | - | - |
| Multi-Engine | 680 | 13.2 | 636 | 17.6 | 44 | 4.1 | - | - |
| Helicopter | 97 | 1.9 | 1 | a/ | 37 | 3.5 | 59 | 12.4 |
| Airship | 1 | a/ | - | - | 1 | .1 | - | - |
| Round-Robin Flights | 1,109 | 21.6 | 894 | 24.8 | 156 | 14.7 | 59 | 12.4 |
| Point-to-Point Flights | 4,032 | 78.4 | 2,708 | 75.2 | 909 | 85.3 | 415 | 87.6 |
| All Flights | 5,141 | 100.0 | 3,602 | 100.0 | 1,065 | 100.0 | 474 | 100.0 |

a/ Less than 0.05%

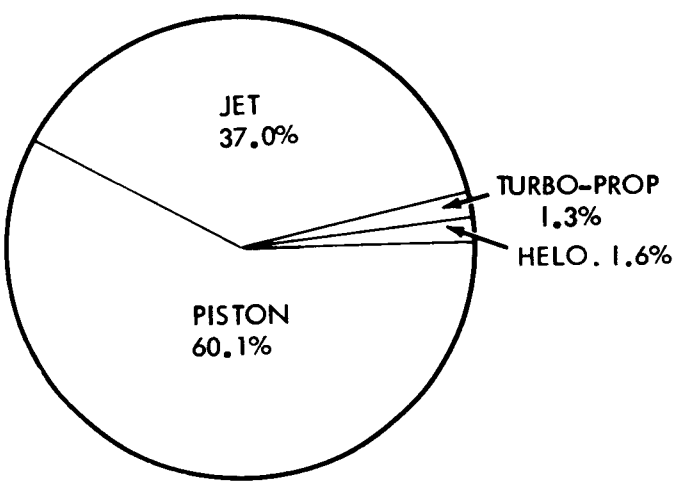
# DISTRIBUTION OF HOURS AIRBORNE BY AIRCRAFT TYPE AND SERVICE

| AIRCRAFT TYPE | ALL SERVICES | | AIR FORCE | | NAVY | | ARMY | |
|---|---|---|---|---|---|---|---|---|
| | No. | % | No. | % | No. | % | No. | % |
| Total | 15,324 | 100 | 11,523 | 100 | 2,562 | 100 | 1,239 | 100 |
| Jet | 5,668 | 37.0 | 5,258 | 45.6 | 410 | 16.0 | - | - |
| Piston | 9,205 | 60.1 | 6,061 | 52.6 | 2,086* | 81.4 | 1,058 | 85.4 |
| Turbo-Prop | 207 | 1.3 | 202 | 1.8 | - | - | 5 | 0.4 |
| Helicopter | 244 | 1.6 | 2 | a/ | 66 | 2.6 | 176 | 14.2 |

* Includes 32 Airship Hours  a/ Less Than 0.05%




**SERVICE**




**AIRCRAFT TYPE**

## DISTRIBUTION OF HOURS AIRBORNE BY CLASS AIRCRAFT AND SERVICE

| Aircraft Class | All Services | | Air Force | | Navy | | Army | |
|---|---|---|---|---|---|---|---|---|
| | No. | % | No. | % | No. | % | No. | % |
| TOTAL | 15,324 | 100.0 | 11,523 | 100.0 | 2,562 | 100.0 | 1,239 | 100.0 |
| Single Eng. Reciprocating | | | | | | | | |
| Light | 334 | 2.2 | 8 | .1 | 5 | .2 | 321 | 25.9 |
| Heavy | 829 | 5.4 | 193 | 1.7 | 106 | 4.1 | 530 | 42.8 |
| Multi-Eng. Reciprocating | | | | | | | | |
| Under 12,500 lbs. | 1,349 | 8.8 | 480 | 4.2 | 663 | 25.9 | 206 | 16.6 |
| Over 12,500 lbs. | 6,661 | 43.4 | 5,380 | 46.7 | 1,280 | 50.0 | 1 | .1 |
| Turbo-Prop | 207 | 1.4 | 202 | 1.7 | - | - | 5 | .4 |
| Turbo-Jet | | | | | | | | |
| Single Engine | 2,250 | 14.7 | 1,944 | 16.9 | 306 | 11.9 | - | - |
| Multi-Engine | 3,418 | 22.3 | 3,314 | 28.7 | 104 | 4.1 | - | - |
| Helicopter | 244 | 1.6 | 2 | a/ | 66 | 2.6 | 176 | 14.2 |
| Airship | 32 | .2 | - | - | 32 | 1.2 | - | - |
| Round-Robin Flights | 5,787 | 37.8 | 4,948 | 42.9 | 569 | 22.2 | 270 | 21.8 |
| Point-to-Point Flights | 9,537 | 62.2 | 6,575 | 57.1 | 1,993 | 77.8 | 969 | 78.2 |
| All Flights | 15,324 | 100.0 | 11,523 | 100.0 | 2,562 | 100.0 | 1,239 | 100.0 |

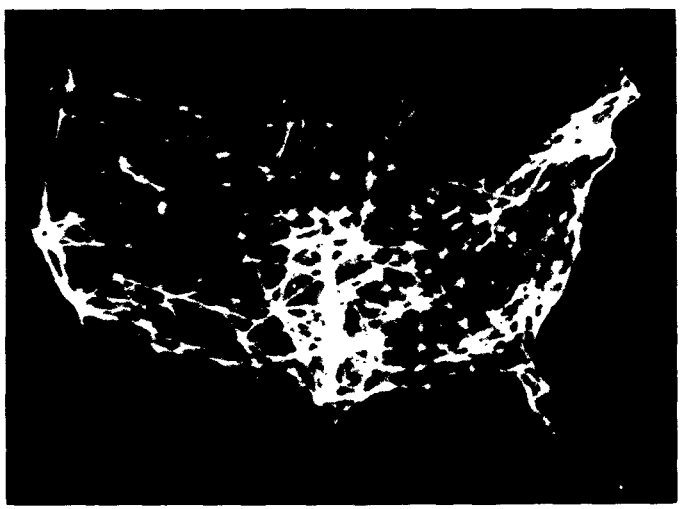
a/ Less than 0.05%

## DISTRIBUTION OF FLIGHTS BY MISSION AND SERVICE

| Mission | All Services | | Air Force | | Navy | | Army | |
|---|---|---|---|---|---|---|---|---|
| | No. | % | No. | % | No. | % | No. | % |
| TOTAL | 5,141 | 100.0 | 3,602 | 100.0 | 1,065 | 100.0 | 474 | 100.0 |
| Bomber | 594 | 11.6 | 486 | 13.5 | 108 | 10.1 | - | - |
| Fighter | 425 | 8.3 | 261 | 7.2 | 164 | 15.4 | - | - |
| Tanker | 192 | 3.7 | 192 | 5.4 | - | - | - | - |
| Recco, ASW, Warning | 158 | 3.1 | - | - | 158 | 14.8 | - | - |
| Transport | 1,560 | 30.3 | 1,188 | 33.0 | 245 | 23.0 | 127 | 26.8 |
| Utility | 357 | 6.9 | 166 | 4.6 | 21 | 2.0 | 170 | 35.9 |
| Liaison | 121 | 2.4 | - | - | 3 | .3 | 118 | 24.9 |
| Training | 1,636 | 31.8 | 1,308 | 36.3 | 328 | 30.8 | - | - |
| Helicopter | 97 | 1.9 | 1 | a/ | 37 | 3.5 | 59 | 12.4 |
| Airship | 1 | a/ | - | - | 1 | .1 | - | - |

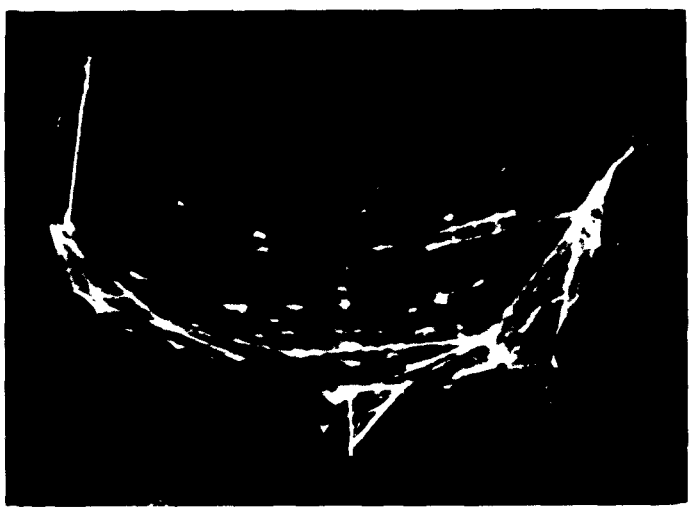
a/ Less than 0.05%

# MILITARY ITINERANT AIR TRAFFIC FLOW BY MISSION



TACTICAL AND TACTICAL SUPPORT

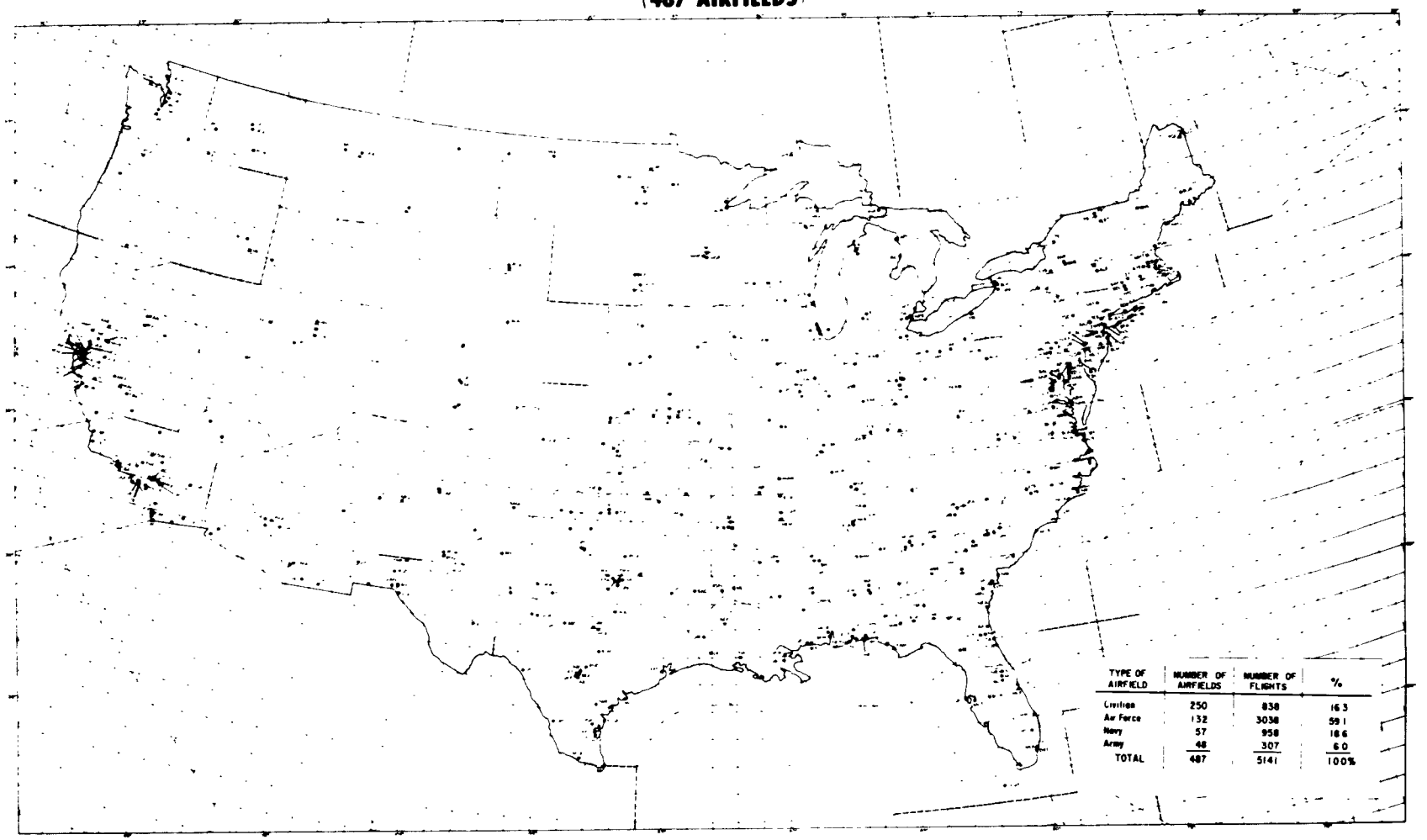
ADMINISTRATIVE AND SUPPORT



TRAINING AND PROFICIENCY

# GEOGRAPHICAL LOCATION OF DEPARTURE AIRFIELDS WITHIN ARTCC BOUNDARIES

(487 AIRFIELDS)

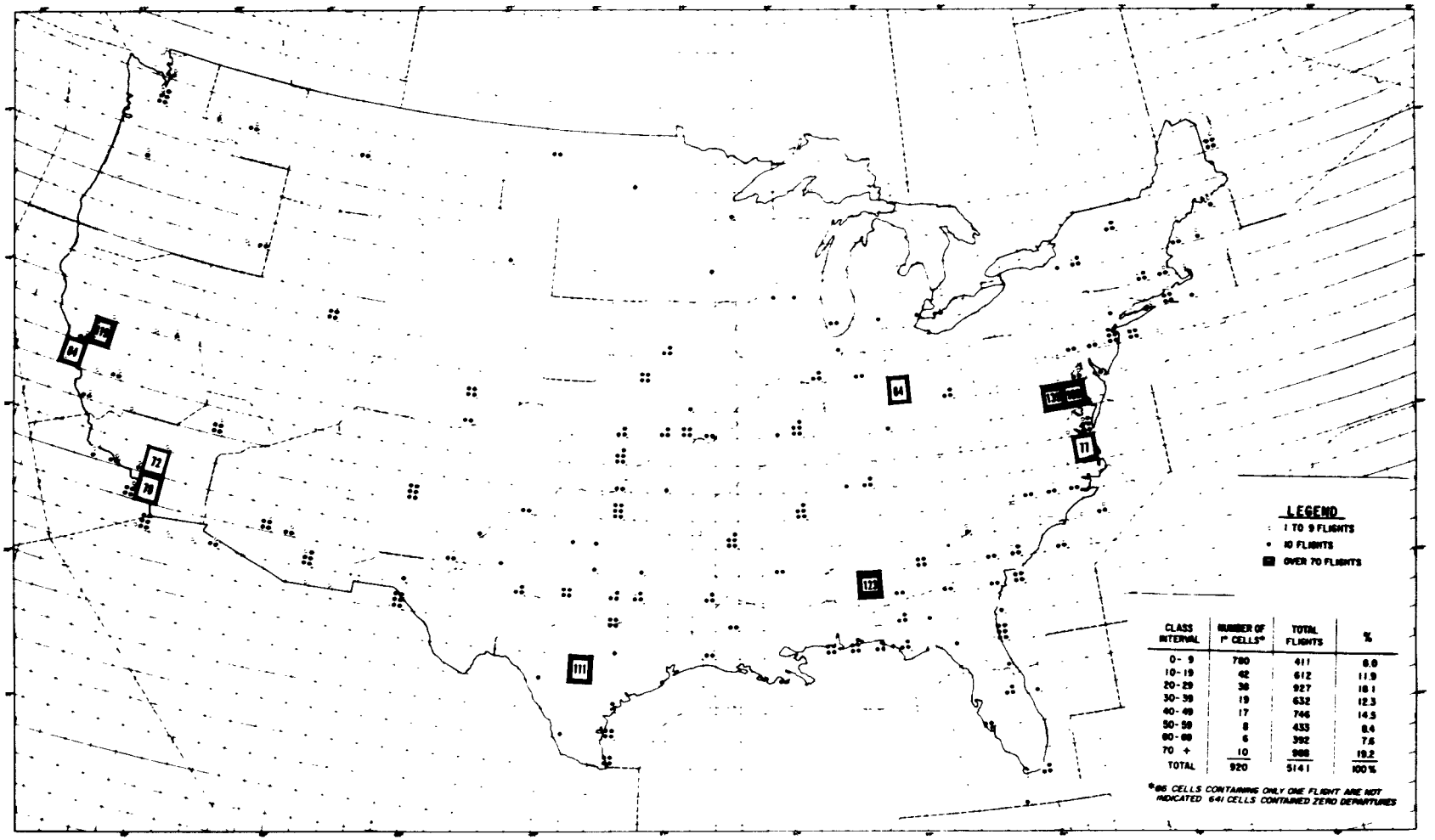


| TYPE OF AIRFIELD | NUMBER OF AIRFIELDS | NUMBER OF FLIGHTS | % |
|---|---|---|---|
| Civilian | 250 | 838 | 16.3 |
| Air Force | 132 | 3038 | 59.1 |
| Navy | 57 | 958 | 18.6 |
| Army | 48 | 307 | 6.0 |
| TOTAL | 487 | 5141 | 100% |

## BUSIEST 26 DEPARTURE LOCATIONS

| Airfield | Location Identifiers | Location State | Location ARTCC | Major Activities | Departures No | Departures % |
|---|---|---|---|---|---|---|
| Maxwell AFB | MXF | Ala. | 2 | MTC, AU | 248 | 4.8 |
| Andrews AFB | ADW | Md. | 29 | MTC, ADC, ANG, Res. TAC | 213 | 4.1 |
| Kirtland AFB | ABQ | N.M. | 1 | SAC, ARD, ANG | 194 | 3.8 |
| Wright-Patterson AFB | FFO | Ohio | 5 | SAC, ATC | 193 | 3.8 |
| Tinker AFB | TIK | Okla. | 10 | MTC, Res. TAC | 181 | 3.5 |
| Scott AFB | BLV | Ill. | 24 | MTC, Res. TAC | 178 | 3.4 |
| Anacostia NAS | NSF | D.C. | 29 | LANT, NART, RDT&E | 161 | 3.1 |
| Bolling AFB | BOF | D.C. | 29 | MTC, HQC. | 160 | 3.1 |
| Jacksonville NAS | NIP | Fla. | 12 | LANT, NART, BUWEPS | 147 | 2.9 |
| McClellan AFB | MCC | Calif. | 21 | ADC, Res. TAC | 144 | 2.8 |
| Randolph AFB | RND | Tex. | 26 | SAC, MTC, ATC, TAC | 143 | 2.8 |
| McConnell AFB | IAB | Kans. | 13 | SAC, ANG | 142 | 2.8 |
| San Diego NAS | NZY | Calif. | 14 | PAC, BUWEPS | 139 | 2.7 |
| Kelly AFB | SKF | Tex. | 26 | MTC, AMC, ANG, Res. TAC | 138 | 2.7 |
| Davis-Monthan AFB | DMA | Ariz. | 22 | SAC, ADC | 137 | 2.7 |
| Nellis AFB | LSV | Nev. | 14 | TAC | 134 | 2.6 |
| Harlingen AFB | HGF | Tex. | 26 | ATC | 132 | 2.6 |
| Dyess AFB | DYS | Tex. | 10 | SAC, TAC | 131 | 2.5 |
| Hill AFB | HIF | Utah | 25 | ADC, AMC, Res. TAC | 129 | 2.5 |
| Little Rock AFB | LRF | Ark. | 15 | SAC, ANG | 129 | 2.5 |
| Lincoln AFB | LNK | Neb. | 13 | SAC, ANG | 128 | 2.5 |
| Alameda NAS | NGZ | Calif. | 21 | PAC, BUWEPS, NART | 120 | 2.3 |
| Quonset Point NAS | NCO | R.I. | 3 | LANT, BUWEPS, RDT&E | 119 | 2.3 |
| March AFB | RIV | Calif. | 14 | SAC, Res. TAC | 118 | 2.3 |
| Memphis NAS | NQA | Tenn. | 15 | NATRA, NART | 117 | 2.3 |
| Lockbourne AFB | LCK | Ohio | 5 | SAC, ADC, ANG | 117 | 2.3 |
| | | | | | 3,892 | 75.7 |

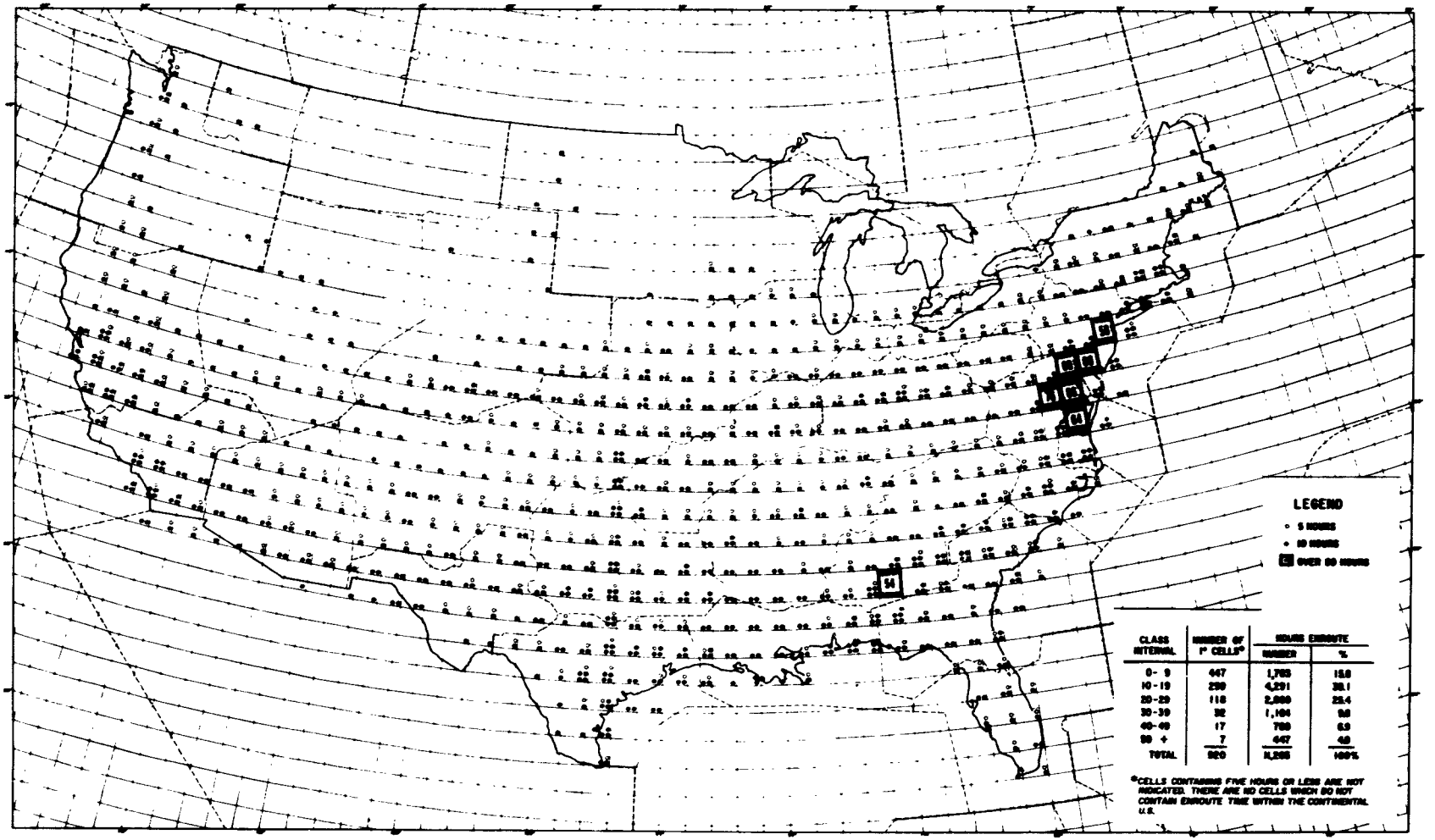
# NUMBER OF DEPARTURE FLIGHTS BY 1° CELL




| CLASS INTERVAL | NUMBER OF 1° CELLS* | TOTAL FLIGHTS | % |
|---|---|---|---|
| 0 - 9 | 780 | 411 | 8.0 |
| 10 - 19 | 42 | 612 | 11.9 |
| 20 - 29 | 38 | 927 | 18.1 |
| 30 - 39 | 19 | 632 | 12.3 |
| 40 - 49 | 17 | 746 | 14.5 |
| 50 - 59 | 8 | 433 | 8.4 |
| 60 - 69 | 6 | 392 | 7.6 |
| 70 + | 10 | 988 | 19.2 |
| TOTAL | 920 | 5141 | 100% |

*86 CELLS CONTAINING ONLY ONE FLIGHT ARE NOT INDICATED 641 CELLS CONTAINED ZERO DEPARTURES

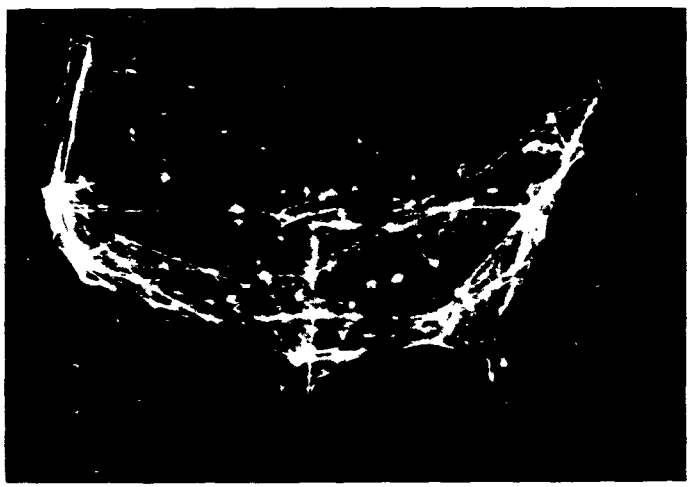
## NUMBER OF HOURS AIRBORNE WITHIN 1° CELL



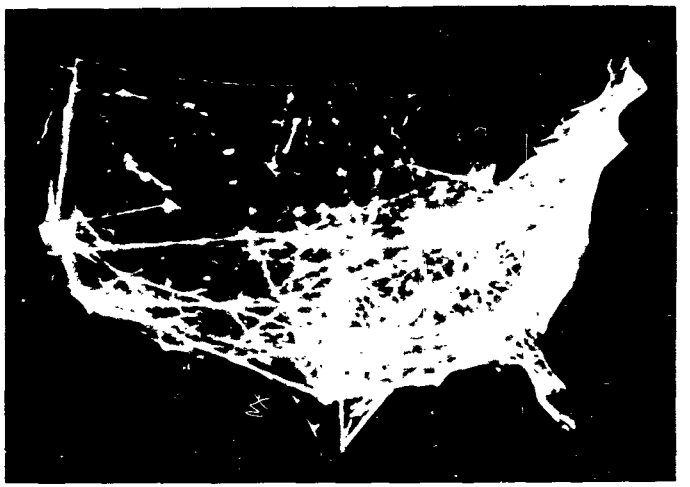

| CLASS INTERVAL | NUMBER OF 1° CELLS* | HOURS ENROUTE | |
|---|---|---|---|
| | | NUMBER | % |
| 0 - 9 | 447 | 1,765 | 15.0 |
| 10 - 19 | 230 | 4,291 | 36.1 |
| 20 - 29 | 118 | 2,999 | 25.4 |
| 30 - 39 | 32 | 1,104 | 9.0 |
| 40 - 49 | 17 | 788 | 6.9 |
| 50 + | 7 | 447 | 4.0 |
| TOTAL | 920 | 11,288 | 100% |

*CELLS CONTAINING FIVE HOURS OR LESS ARE NOT INDICATED. THERE ARE NO CELLS WHICH DO NOT CONTAIN ENROUTE TIME WITHIN THE CONTINENTAL U.S.

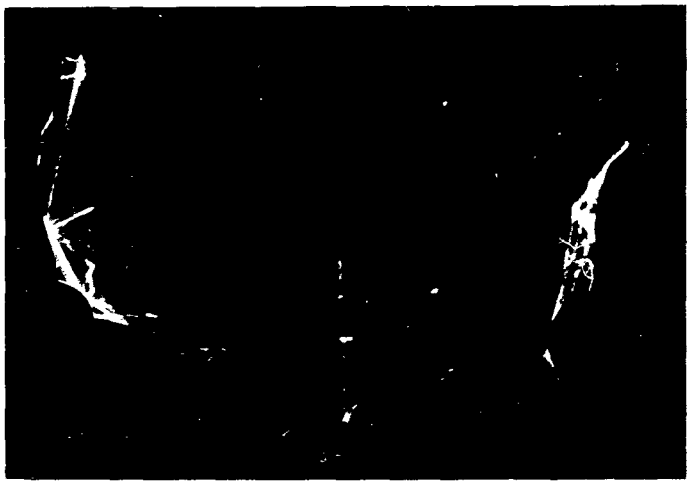
# MILITARY ITINERANT AIR TRAFFIC FLOW BY SERVICE



ALL SERVICES



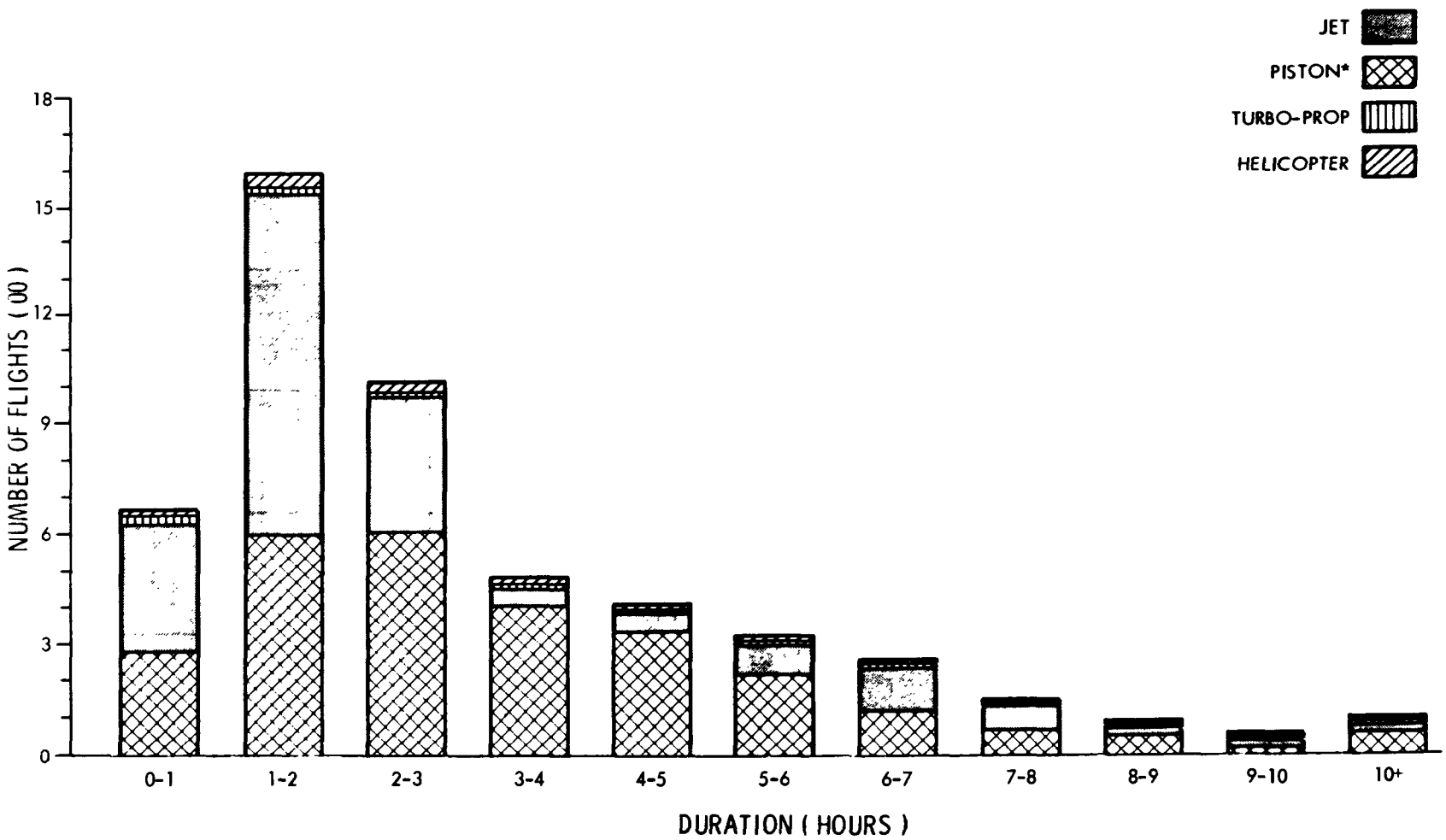
AIR FORCE



NAVY

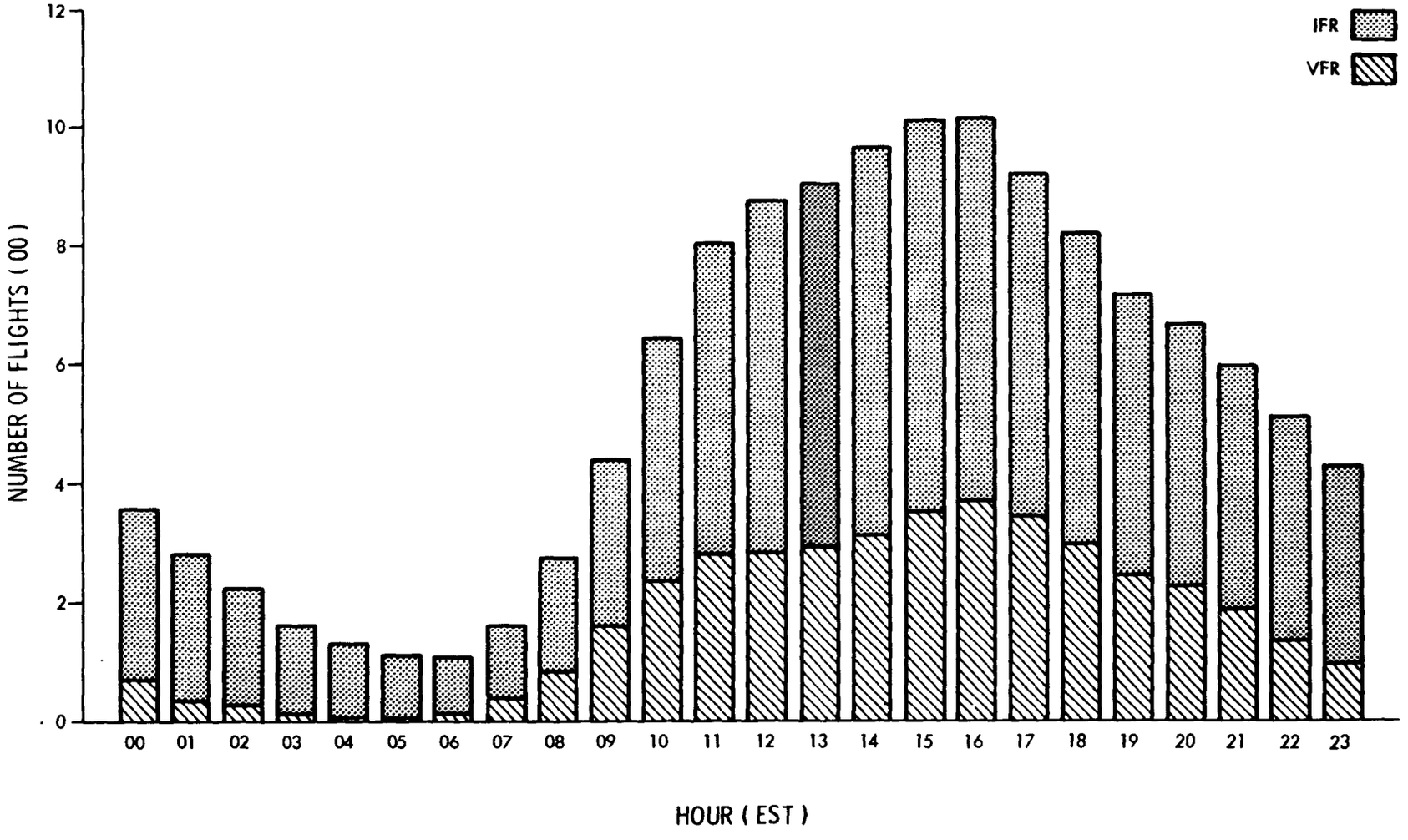
ARMY

## DURATION OF FLIGHT BY AIRCRAFT TYPE

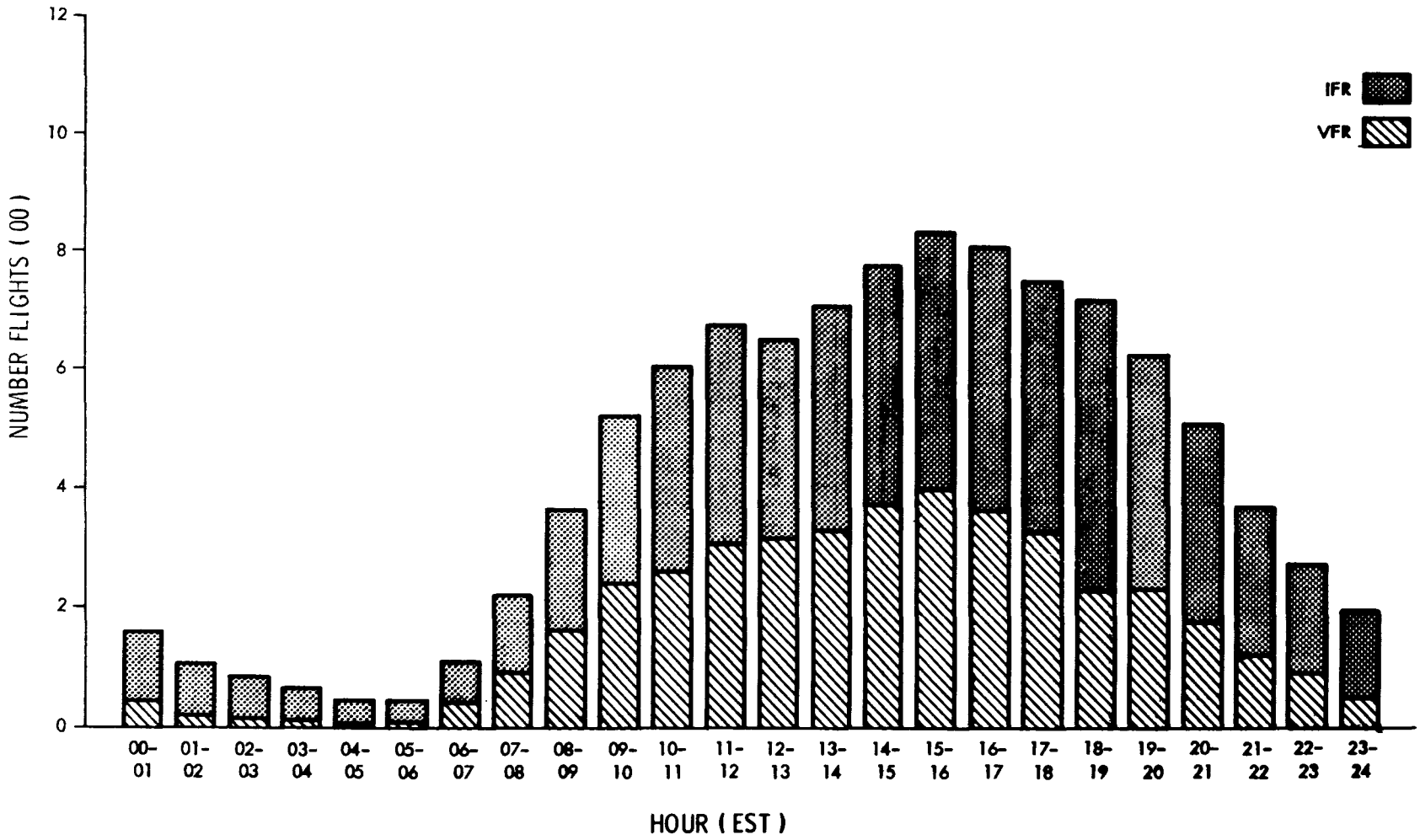



* INCLUDES ONE AIRSHIP FLIGHT OF 32 HOURS DURATION

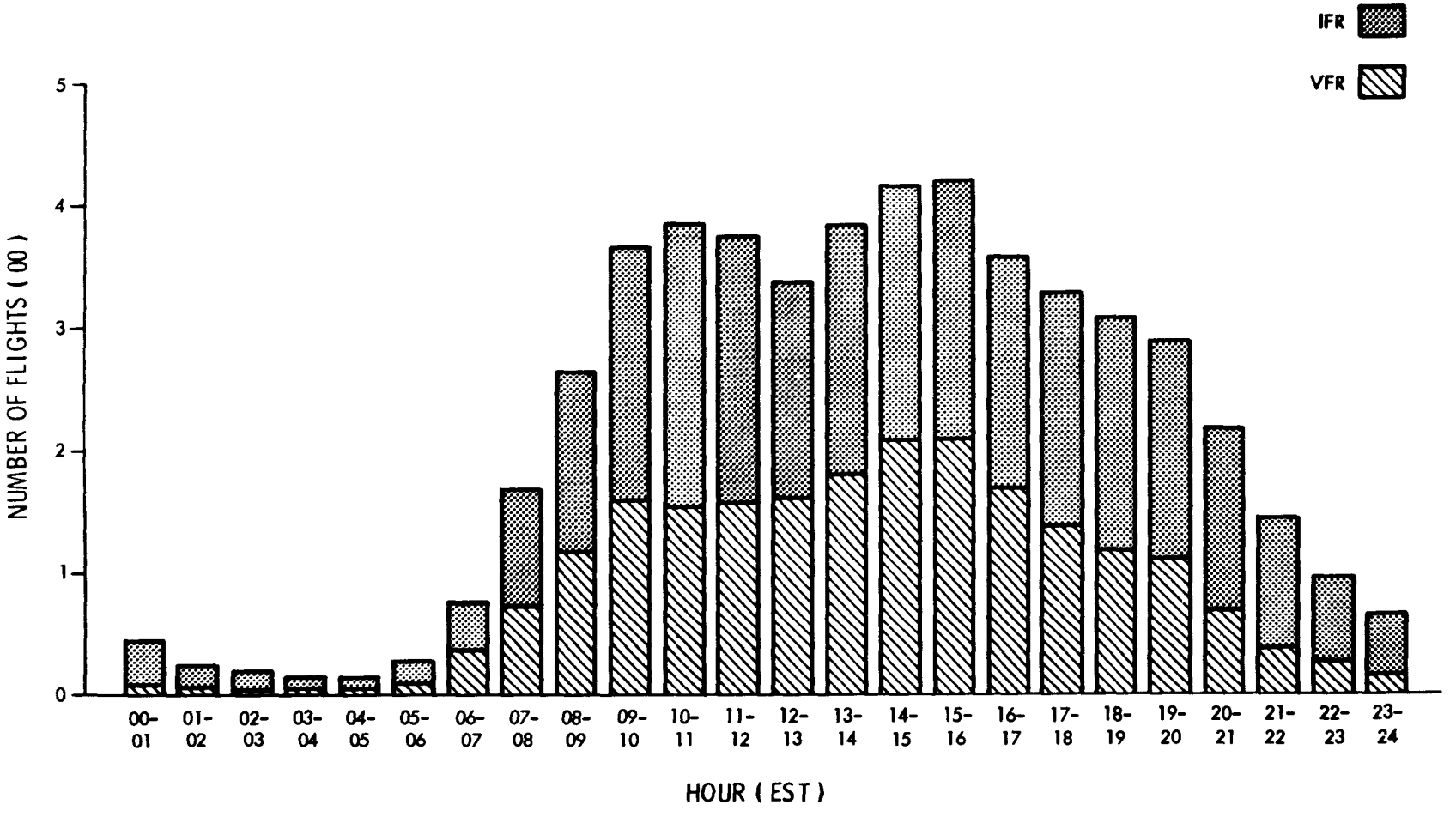
## AIRCRAFT AIRBORNE AT THE BEGINNING OF EACH HOUR BY FLIGHT RULE



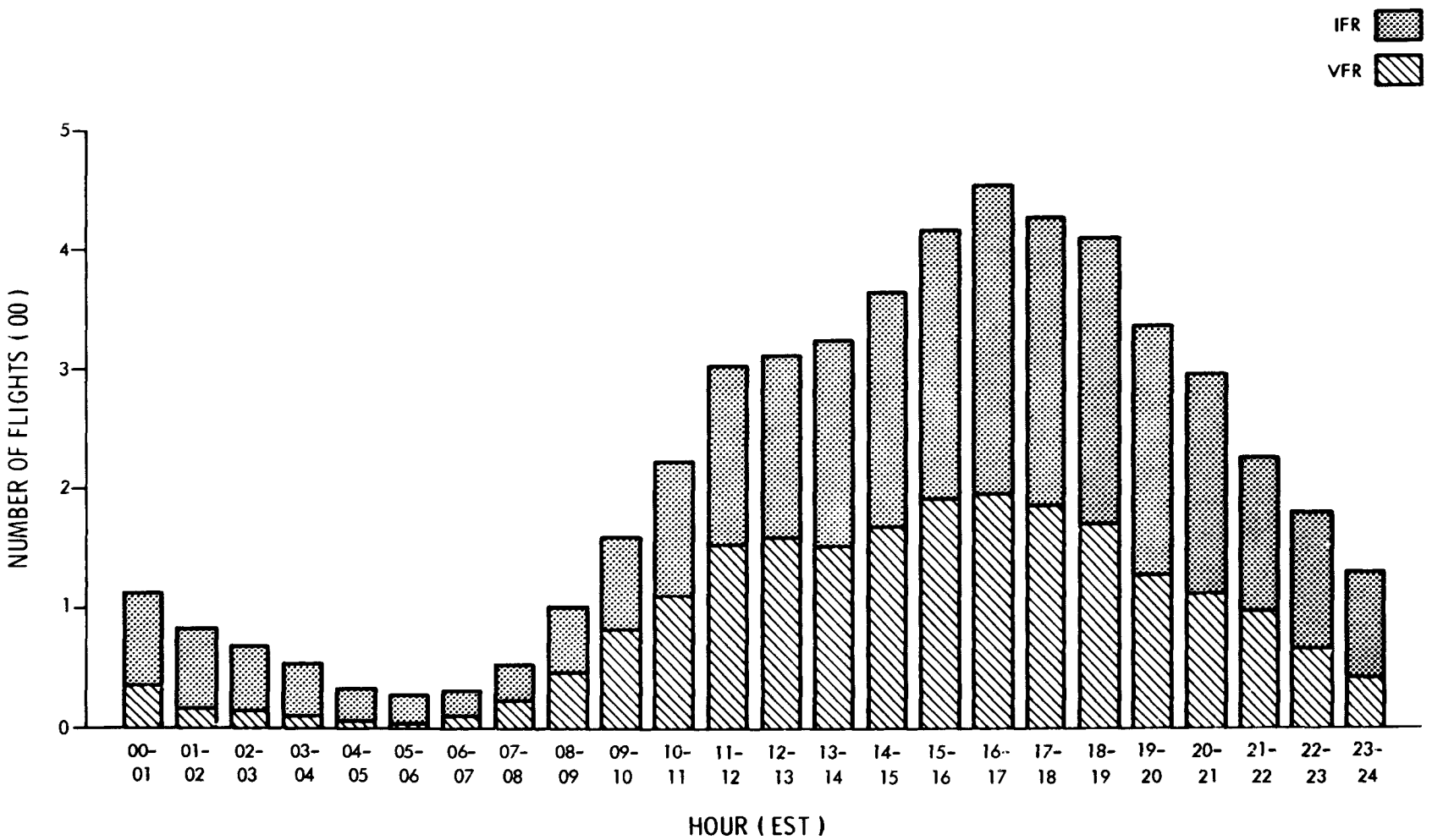
## TOTAL MOVEMENTS BY HOUR AND FLIGHT RULE

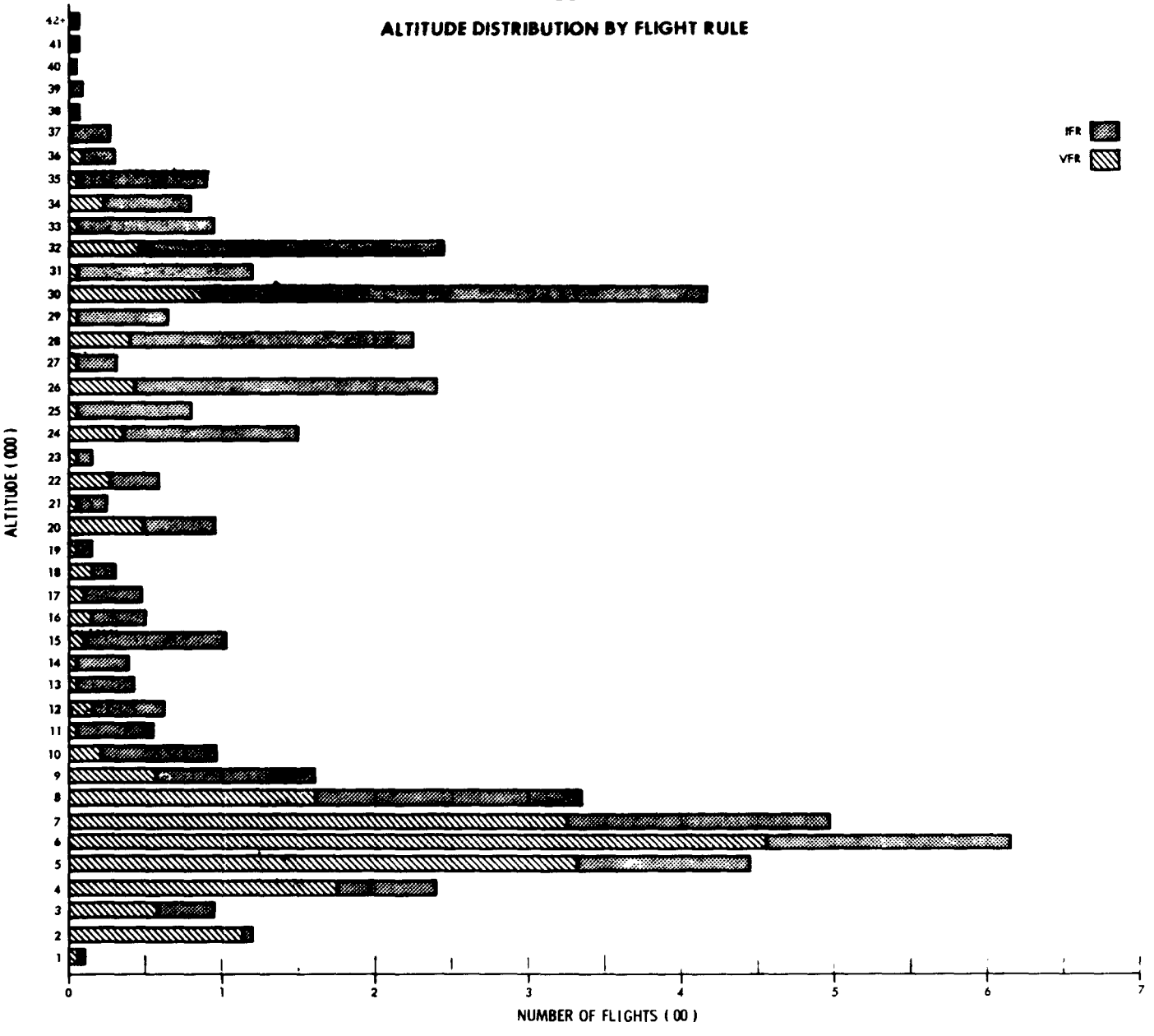


## DEPARTURES BY HOUR AND FLIGHT RULE



## ARRIVALS BY HOUR AND FLIGHT RULE




ALTITUDE DISTRIBUTION BY FLIGHT RULE
IFR
VFR
ALTITUDE ( 000 )
42+
41
40
39
38
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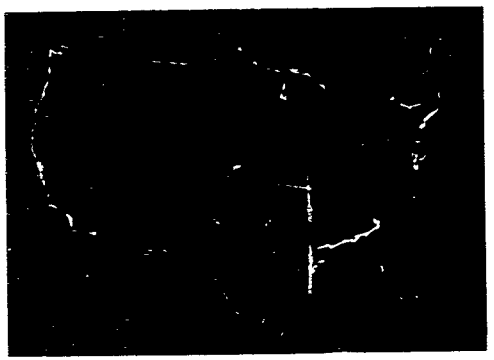
3
2
1
0
1
2
3
4
5
6
7
NUMBER OF FLIGHTS ( 00 )

# MILITARY ITINERANT AIR TRAFFIC FLOW BY ALTITUDE STRATA

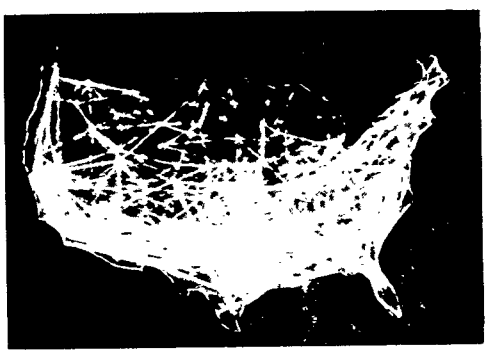


0 TO 3,000 FEET

3,000 TO 8,000 FEET

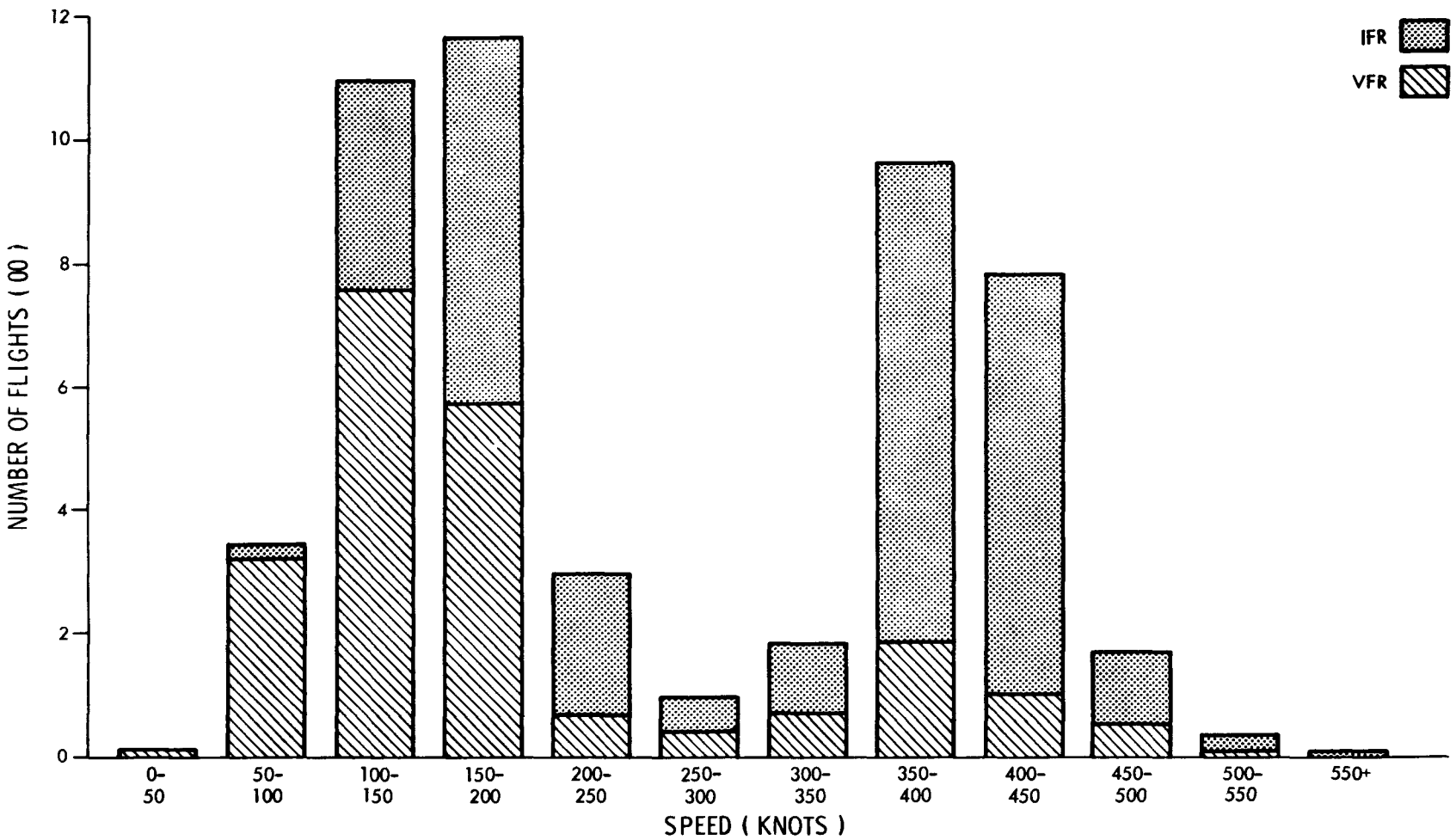
8,000 TO 15,000 FEET

15,000 TO 24,000 FEET

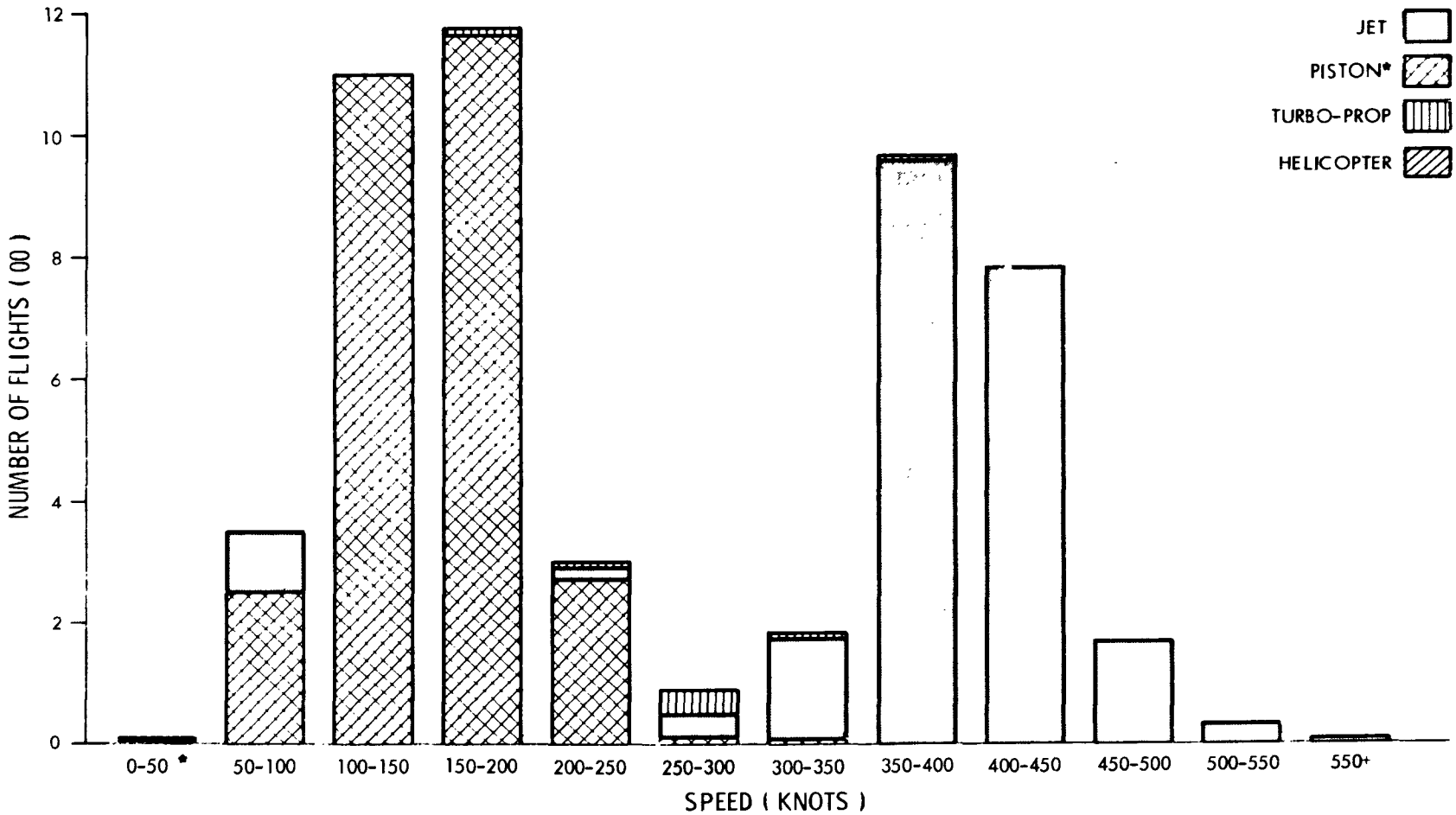


24,000 FEET AND OVER

## SPEED DISTRIBUTION BY FLIGHT RULE

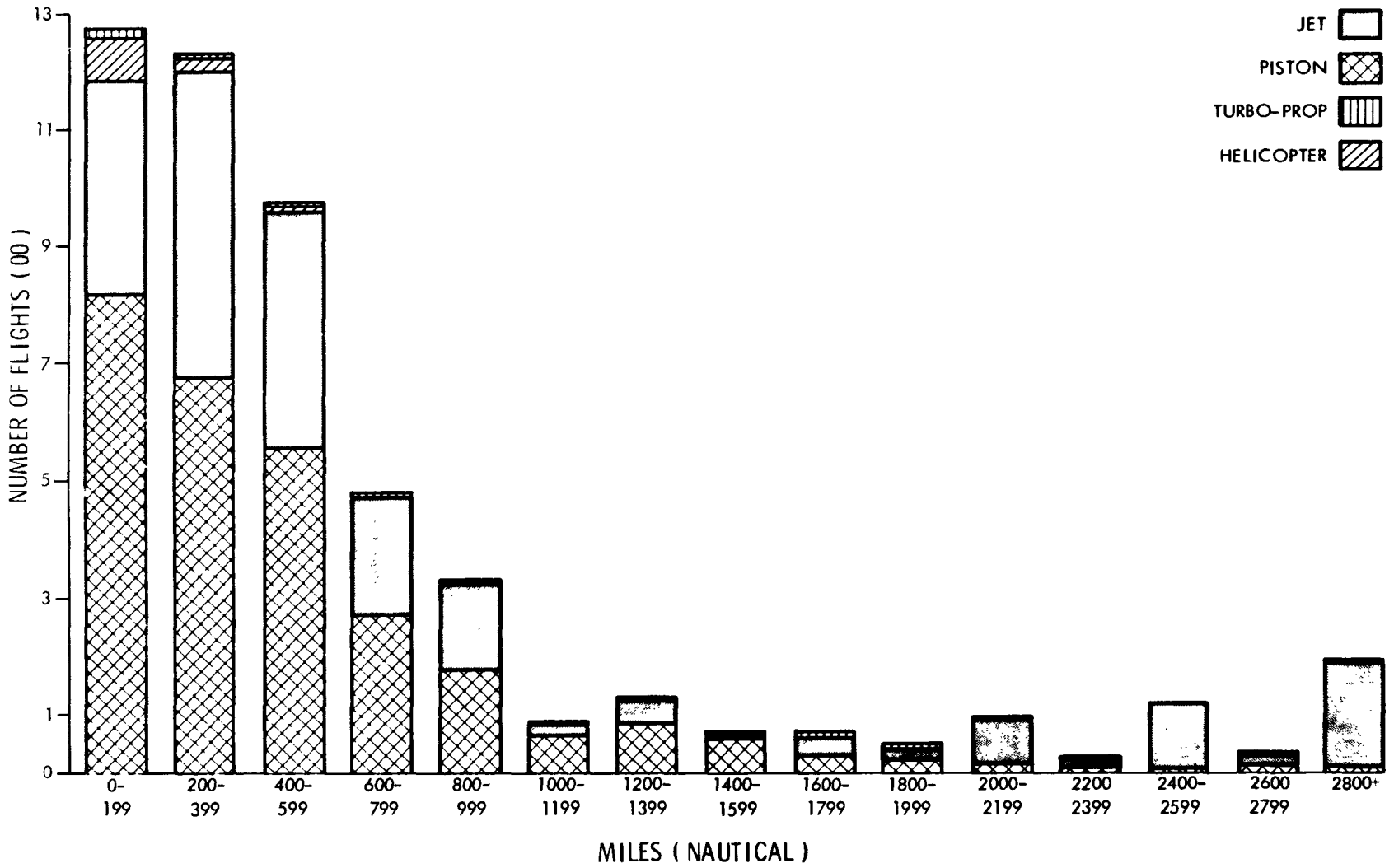


## SPEED DISTRIBUTION BY AIRCRAFT TYPE

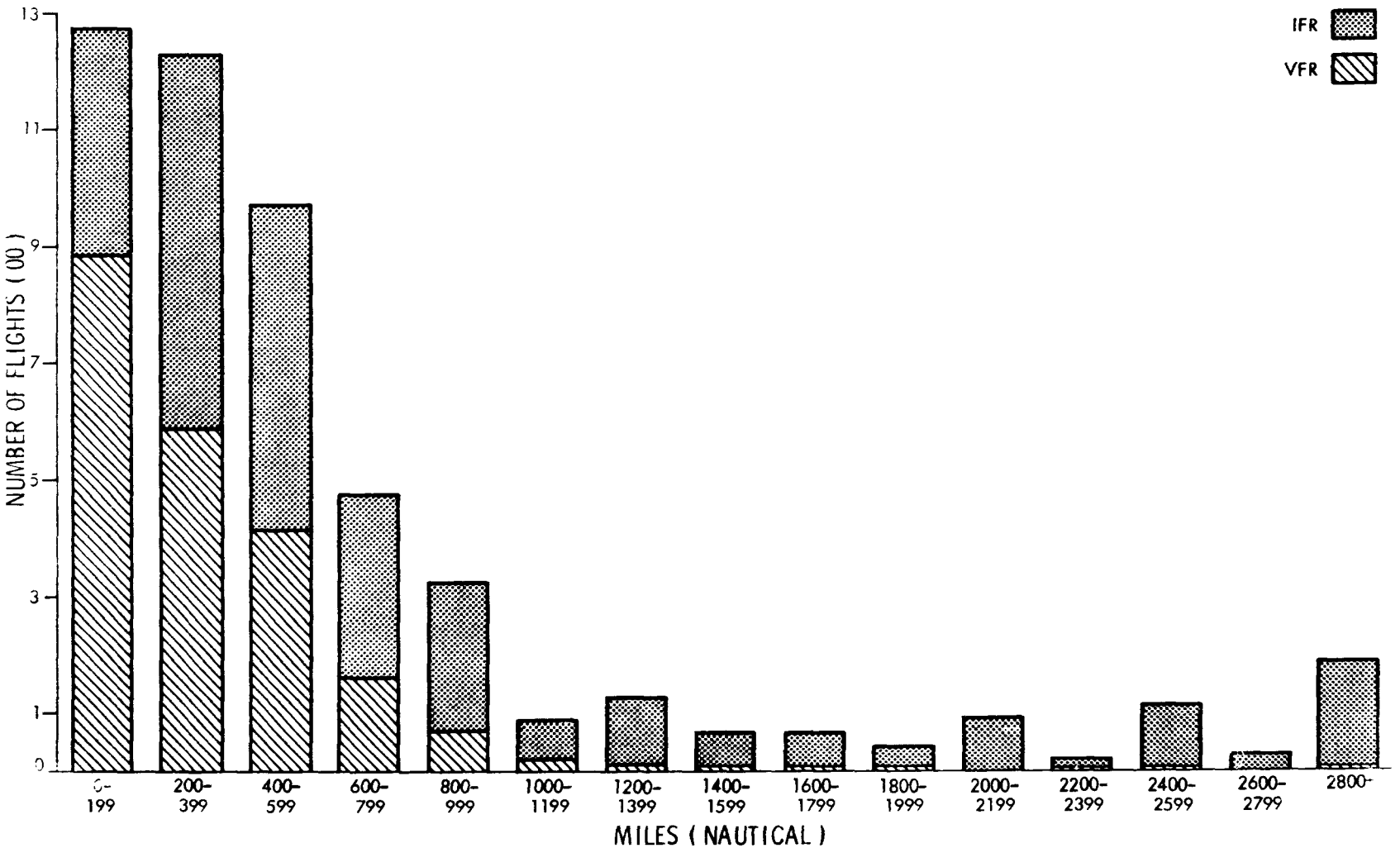



* INCLUDES ONE AIRSHIP FLIGHT

## DISTANCE FLOWN BY AIRCRAFT TYPE



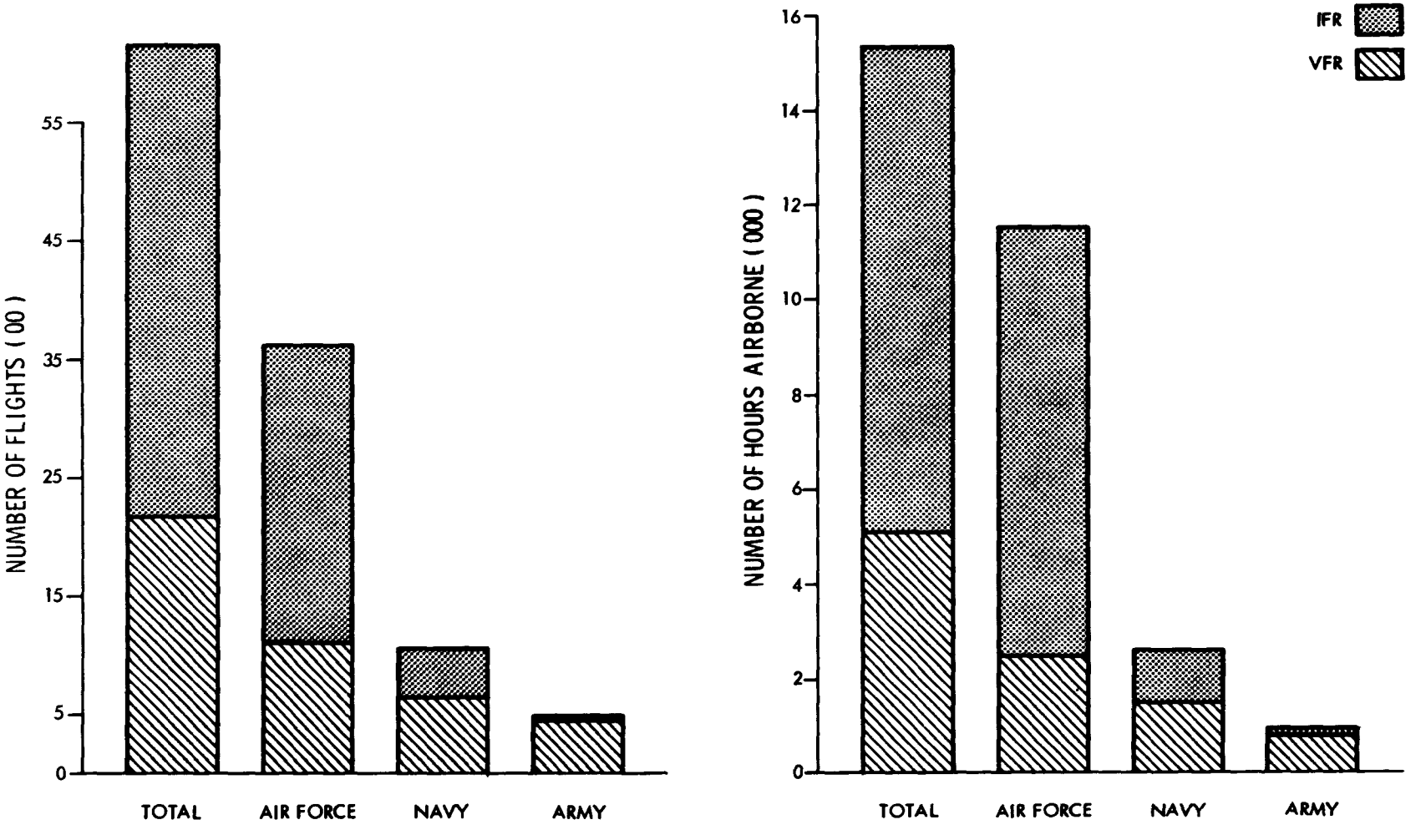
## DISTANCE FLOWN BY FLIGHT RULE



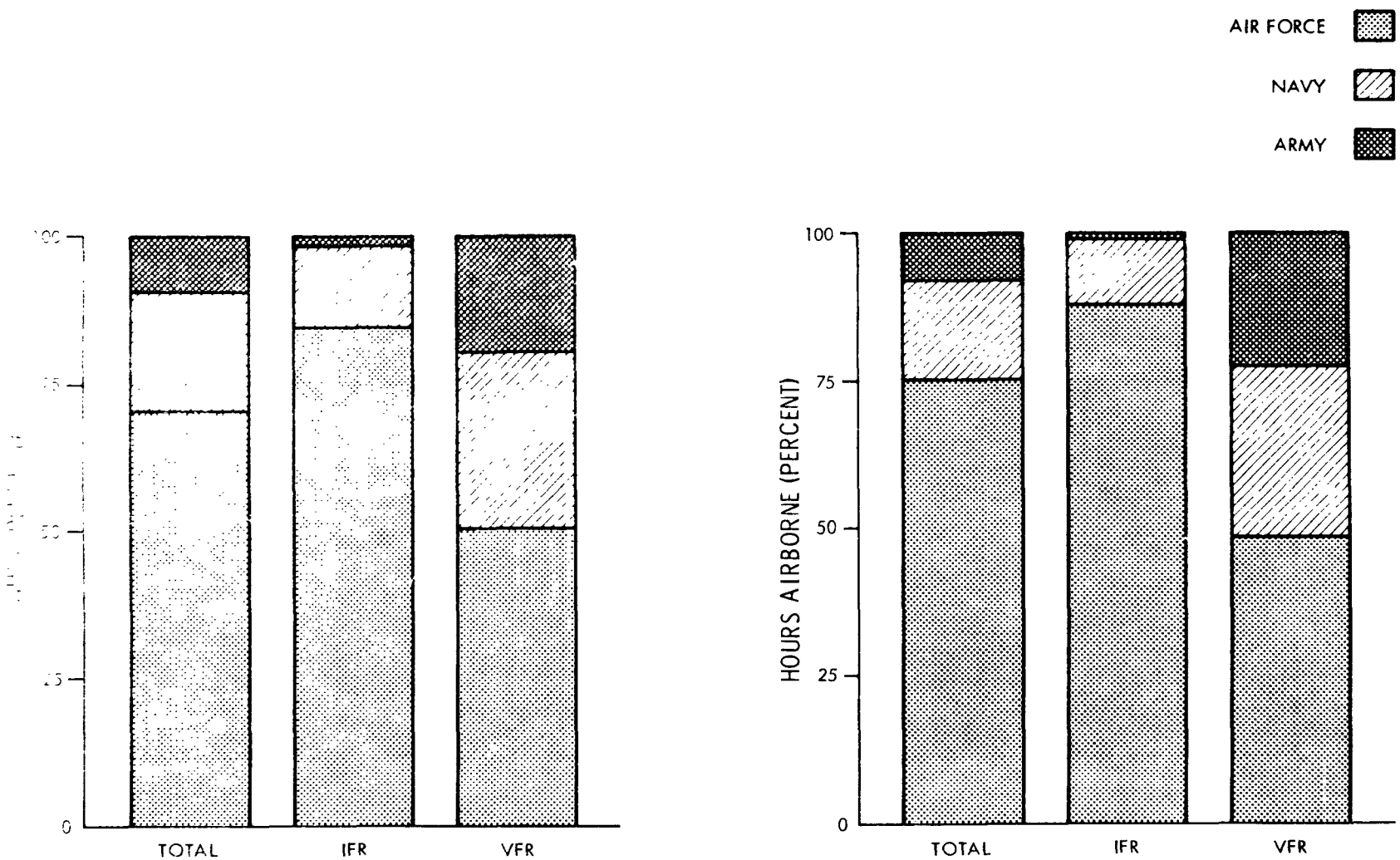
DISTRIBUTION OF FLIGHTS AND HOURS AIRBORNE BY FLIGHT RULE

| | | Total | | Air Force | | Navy | | Army | |
|---|---|---|---|---|---|---|---|---|---|
| | | A/C | Hrs. | A/C | Hrs. | A/C | Hrs. | A/C | Hrs. |
| Single Engine, Reciprocating | | | | | | | | | |
| Light | IFR | 5 | 12 | - | - | - | - | 5 | 12 |
| | VFR | 126 | 322 | 6 | 8 | 3 | 5 | 117 | 309 |
| Heavy | IFR | 67 | 165 | 33 | 71 | 10 | 26 | 24 | 68 |
| | VFR | 279 | 664 | 63 | 122 | 38 | 80 | 178 | 462 |
| Multi-Engine, Reciprocating | | | | | | | | | |
| Light | IFR | 128 | 346 | 50 | 153 | 65 | 169 | 13 | 24 |
| | VFR | 425 | 1,003 | 144 | 327 | 205 | 494 | 76 | 182 |
| Heavy | IFR | 1,000 | 4,439 | 790 | 3,753 | 210 | 686 | - | - |
| | VFR | 772 | 2,222 | 561 | 1,627 | 210 | 594 | 1 | 1 |
| Turboprop | IFR | 42 | 180 | 42 | 180 | - | - | - | - |
| | VFR | 16 | 27 | 15 | 22 | - | - | 1 | 5 |
| Turbo-Jet | | | | | | | | | |
| Single Engine | IFR | 1,095 | 1,786 | 990 | 1,646 | 105 | 140 | - | - |
| | VFR | 408 | 464 | 271 | 298 | 137 | 166 | - | - |
| Multi-Engine | IFR | 637 | 3,346 | 603 | 3,261 | 34 | 85 | - | - |
| | VFR | 43 | 72 | 33 | 53 | 10 | 19 | - | - |
| Helicopter | IFR | 3 | 5 | - | - | 1 | 2 | 2 | 3 |
| | VFR | 94 | 239 | 1 | 2 | 36 | 64 | 57 | 173 |
| Airship | IFR | - | - | - | - | - | - | - | - |
| | VFR | 1 | 32 | - | - | 1 | 32 | - | - |
| Total | All | 5,141 | 15,324 | 3,602 | 11,523 | 1,065 | 2,562 | 474 | 1,239 |
| | IFR | 2,977 | 10,279 | 2,508 | 9,064 | 425 | 1,108 | 44 | 107 |
| | VFR | 2,164 | 5,045 | 1,094 | 2,459 | 640 | 1,454 | 430 | 1,132 |

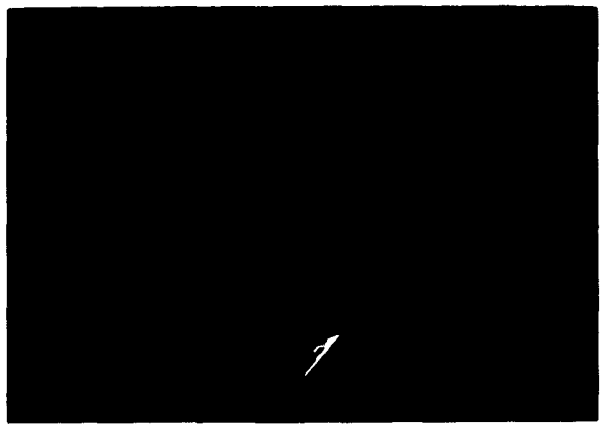
## DISTRIBUTION OF FLIGHTS AND HOURS AIRBORNE BY SERVICE BY FLIGHT RULE



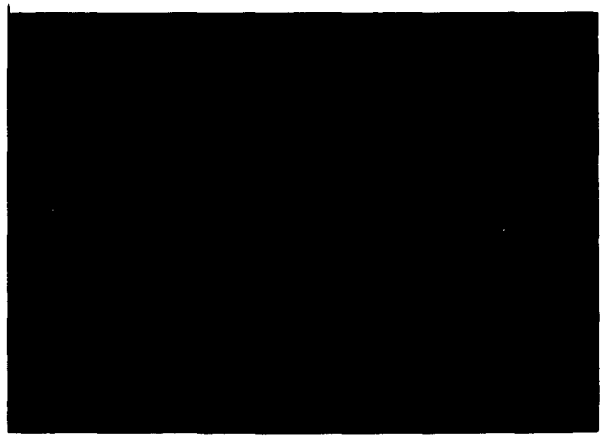
# DISTRIBUTION OF FLIGHTS AND HOURS AIRBORNE BY FLIGHT RULE BY SERVICE (PERCENT)



# MILITARY ITINERANT AIR TRAFFIC FLOW BY FLIGHT RULE

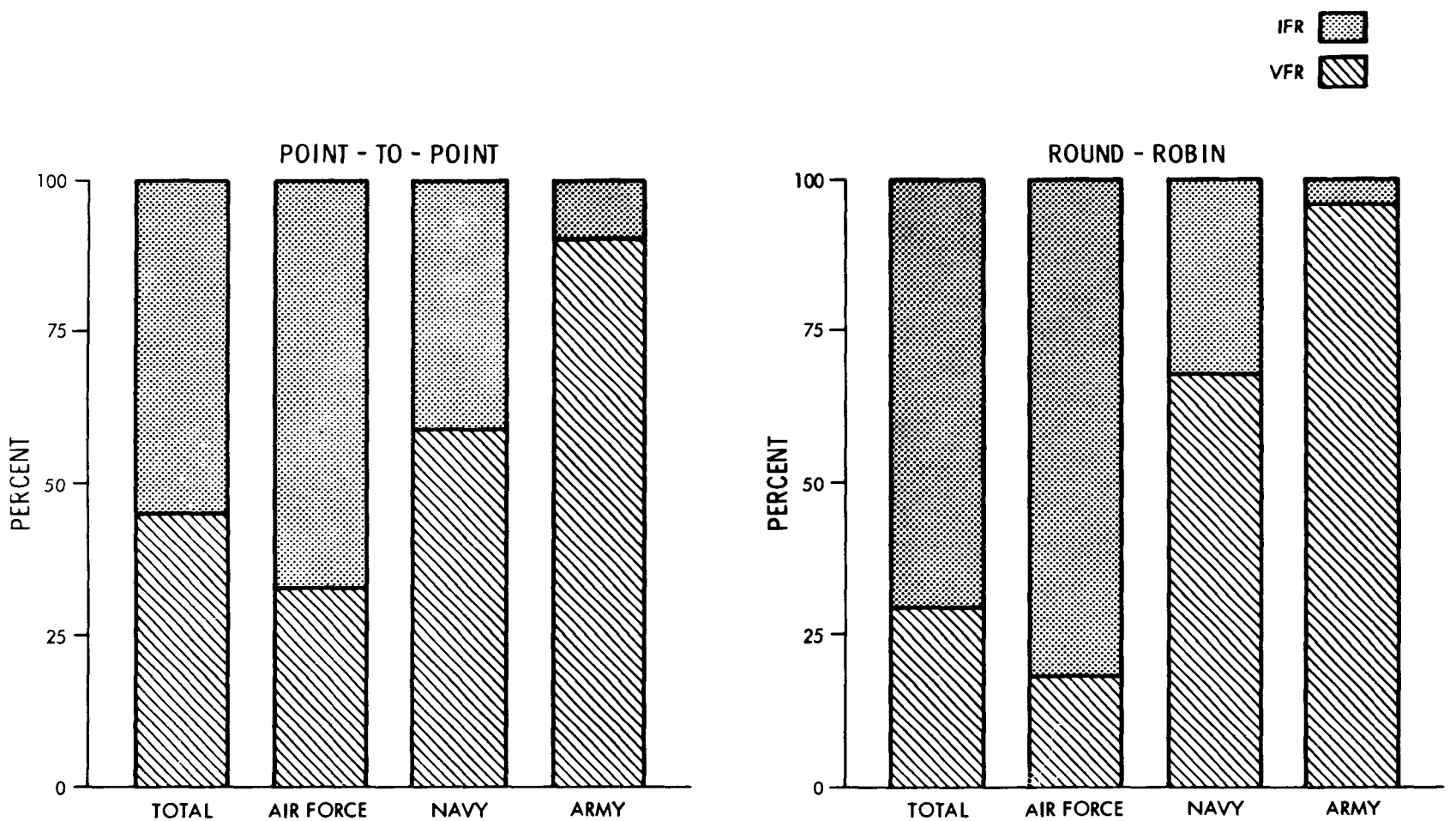


IFR

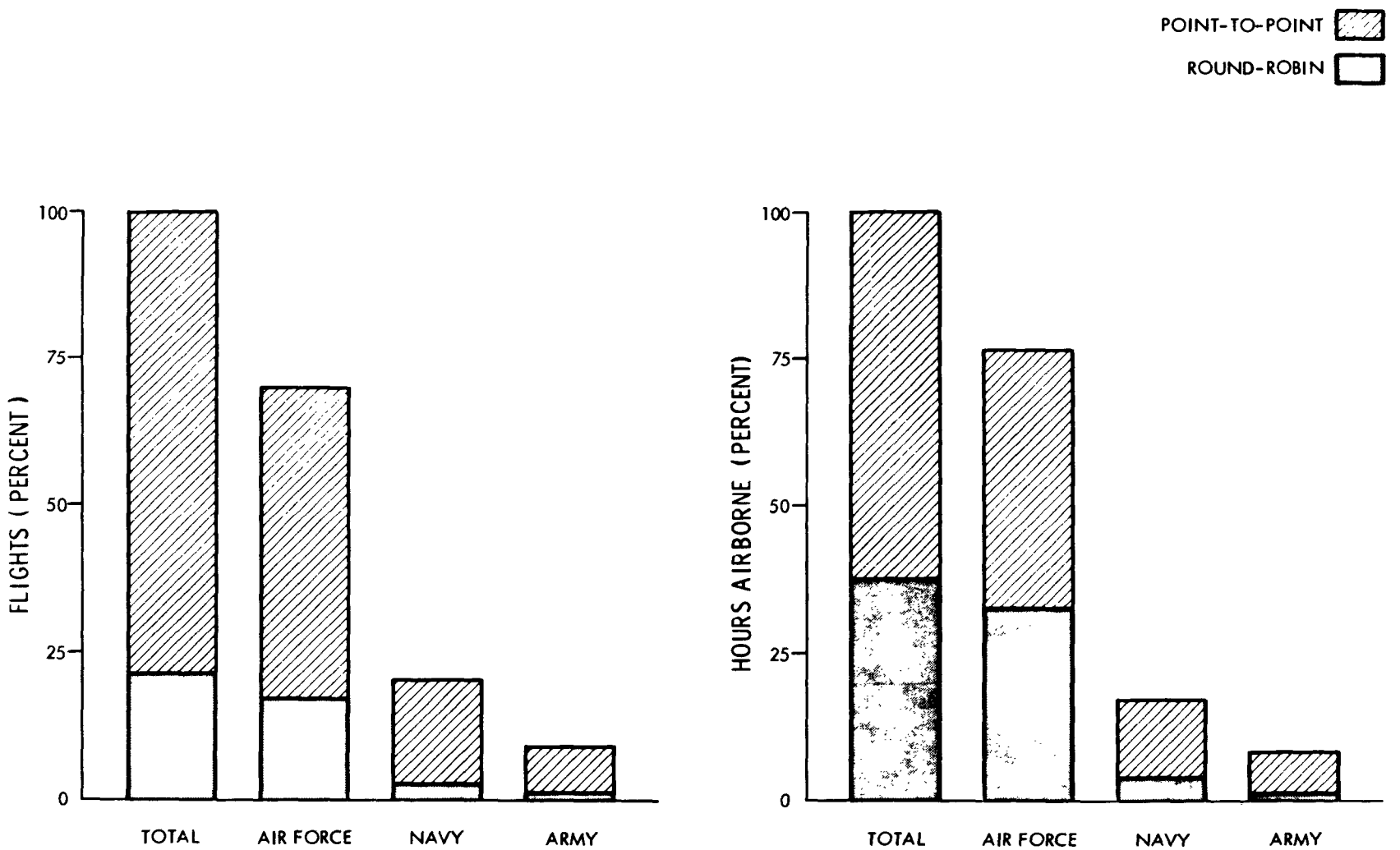


VFR

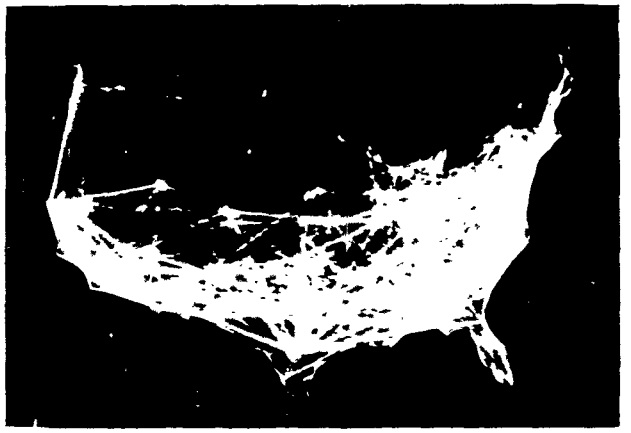
# TYPE OF FLIGHT BY SERVICE BY FLIGHT RULE
## (PERCENT)



## TYPE OF FLIGHT BY FLIGHTS AND HOURS AIRBORNE BY SERVICE (PERCENT)



# MILITARY ITINERANT AIR TRAFFIC FLOW BY TYPE OF FLIGHT



POINT-TO-POINT

ROUND-ROBIN

## COMPARISON OF FY 1961 AND FY 1958
## TYPICAL BUSY DAY

| | FY 1961 Survey | FY 1958 Survey |
|---|---|---|
| Number of Cross-Country Flights | 5,141 | 6,334 |
| Number of Hours Airborne | 15,324 | 16,208 |
| Altitude Average (Feet) | 15,700 | 15,900 |
| Speed Average (Knots) | 255 | 240 |
| Distance Average (Nautical Miles) | 660 | 613 |
| Average Duration of Flight (Hrs.) | 2:59 | 2:33 |
| Per Cent of Total Activity | | |
| Jet | 42.5 | 39.5 |
| Piston* | 54.5 | 57.3 |
| Turboprop | 1.1 | - |
| Helicopter | 1.9 | 3.2 |
| | 100.0% | 100.0% |
| Air Force | 70.1 | 67.2 |
| Navy | 20.7 | 25.3 |
| Army | 9.2 | 7.5 |
| | 100.0% | 100.0% |

* Includes Airship Activity

## SUMMARY

During FY 1961 the six Military Flight Service Centers were requested to submit their peak day of flight activity for each month of the current year to the Federal Aviation Agency. From the data collected and forwarded, three days of peak activity were selected from each Center. These flight plans were then averaged into a typical busy day of military cross-country flight activity. For the purpose of this report multiple flights (two or more aircraft on a single flight plan) were considered to be one flight. On a typical busy day there were 61 multiple flights containing a total of 290 aircraft.

On this typical busy day of military cross-country flight activity there were 5,141 flights which were airborne for 15,324 hours. The Air Force conducted 70.1% of the flights and 75.2% of the hours airborne. The Navy made 20.7% of the flights and 16.7% of the hours airborne. The Army maintained 9.2% of the flights and was airborne 8.1% of the hours.

Jet aircraft accounted for 51.3% of the flights and 36.9% of the hours airborne. Piston driven aircraft were responsible for 45.7% of the flights and 60.1% of the hours airborne. Only 1.1% of the flights and 1.4% of the hours airborne were used by turbo-prop aircraft. Helicopters made 1.9% of the flights and were airborne 1.6% of the hours.

These flights departed from 487 airfields. There were 250 civilian, 132 Air Force, 57 Navy, and 48 Army locations. Air Force departure points accounted for 59.1% of the flight activity, Naval Air Stations for 18.6%, Civilian Airfields for 16.3%, and Army Airfields for 6.0%. The 26 busiest departure airfields, all military, made 75.7% of the total flights.

Concentrations of aircraft departures were located in the areas of Washington, D.C., Norfolk, Va., Montgomery, Ala., Dayton, Ohio, San Antonio, Tex., San Diego, Los Angeles, and San Francisco, Calif. Airborne densities were concentrated near New York, N.Y., Philadelphia, Pa., Baltimore, Md., Washington, D.C., and Montgomery, Ala. The traffic flow of Navy and Army flights was predominant along the eastern and southwestern coasts. Air Force traffic was more uniformly spread over the Continental U.S. VFR activity was heaviest along the northeastern and southwestern coastal regions. IFR flights were relatively uniform over the major portion of the country, with flights less frequent over the north-central and Rocky Mountain areas.

Hourly departures were most frequent between 1400 to 1600 and lowest from 0300 to 0500. Hourly arrivals reached their highest point from 1600 to 1700 and their lowest between 0500 to 0700. The instantaneous airborne count at the beginning of each hour was highest at 1500 to 1700 and dropped to its lowest point from 0400 to 0600.

The most frequent duration of flight was 1 to 2 hours (30.9%), followed by 2 to 3 hours (19.9%). Jet aircraft flew most often from 1 to 2 hours (43.2%), piston aircraft 2 to 3 hours (21.8%), turbo-prop aircraft 1 to 2 hours (25.9%), and helicopters 1 to 2 hours (33.0%).

The most frequently used altitudes were from 3,000 to 8,000 feet, making up 41.6% of the total flight activity. Next were 24,000 feet and over at 33.1%, followed by 15,000 to 24,000 feet at 11.1%, 9,000 to 15,000 feet at 9.8%, and 0 to 3,000 feet at 4.4%. VFR aircraft flew most frequently (66.0%) at altitudes between 3,000 to 8,000 feet. 50.7% of the IFR flights were over 24,000 feet, while a lesser amount (23.8%) was concentrated from 3,000 to 8,000 feet. The pictorial presentations of aircraft movements by altitude strata indicate a decided difference in traffic flow across the country. Flights in the western portion of the 0 to 3,000 feet pictorial presentation were "Fair Ball" routes incorrectly coded as mean sea level. The distinct triangle appearing in southeastern Texas represents the traffic flow of T-29 navigation training flights from Harlingen AFB. These flights were given this uniform traffic pattern because more specific information was not available.

Jet aircraft utilized speeds of 350 to 450 knots 80.0% of the time. 80.8% of the piston aircraft speed usage was from 100 to 200 knots. Turbo-props flew at speeds of 250 to 300 knots 70.7% of the time. 96.9% of the helicopters operated at speeds of 50 to 100 knots.

Distances from 0 to 599 nautical miles were flown by 67.3% of all aircraft. This distance was flown by 59.7% Jet, 72.5% Piston, 46.6% Turbo-prop, and 100.0% of the Helicopters. Flights within this range were made by 59.3% of the Air Force, 82.7% of the Navy, and 93.2% of the Army aircraft.

IFR flights accounted for 57.9% of the flight plans filed and VFR flights accounted for 42.1%. The Air Force filed 69.6% IFR and 30.4% VFR flights. The Navy made 60.1% VFR and 39.9% IFR flights. 90.7% of the Army flights were VFR and 9.3% IFR. Total hours airborne were 67.1% IFR and 32.9%

VFR. The Air Force flew 78.7% of its airborne hours IFR and 21.3% VFR. Navy airborne hours were 43.2% IFR and 56.8% VFR. Only 8.6% of the Army hours airborne were IFR, while 91.4% were VFR. There were 126 DVFR flights (VFR flights within an Air Defense Identification Zone). A majority (85.7%) of DVFR activity was flown by the Navy between ship and shore.

Point-to-point flights accounted for 78.4% of the flights and 62.2% of the hours airborne. Round-robin activity made up only 21.6% of the flights and 37.8% of the airborne hours. Point-to-point flights consisted of 67.2% Air Force, 22.5% Navy, and 10.3% Army. 80.6% of the round-robin flights were Air Force, 14.1% Navy, and 5.3% Army. Point-to-point hours airborne were 68.9% Air Force, Navy 20.9% and Army 10.2%. Round-robin airborne hours were 85.5% Air Force, 9.8% Navy, and 4.7% Army.

Comparison of FY 1961 and FY 1958 cross-country busy day activity indicates: (1) a decrease of 18.8% flights; (2) a 5.5% decrease in the hours airborne; (3) reasonably similar average altitudes; (4) an increase in average speed of 7.9%; (5) an 11.2% increase in the average duration of flight; (6) a 14.5% increase in the ratio of jet to piston aircraft; (7) Minor increases in Air Force (2.9%) and Army (1.7%) portions of the total activity and a decrease (4.6%) in the Navy.

APPENDIX - TABLE 1

HOURLY DISTRIBUTION OF TOTAL MOVEMENTS, DEPARTURES, AND ARRIVALS
BY FLIGHT RULE AND INSTANTANEOUS AIRBORNE COUNT
(Percent)

| Hour | Total Movements | | | Departures | | | Arrivals | | | IAC At Beginning of Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (EST) | Total | IFR | VFR | Total | IFR | VFR | Total | IFR | VFR | Total | IFR | VFR |
| 0000 | 1.6 | 2.0 | 1.0 | 0.9 | 1.3 | 0.4 | 2.3 | 2.7 | 1.7 | 7.0 | 9.9 | 3.1 |
| 0100 | 1.1 | 1.5 | 0.5 | 0.5 | 0.6 | 0.2 | 1.7 | 2.4 | 0.8 | 5.7 | 8.5 | 1.8 |
| 0200 | 0.9 | 1.2 | 0.4 | 0.4 | 0.6 | 0.1 | 1.4 | 1.8 | 0.7 | 4.4 | 6.8 | 1.2 |
| 0300 | 0.6 | 0.9 | 0.3 | 0.3 | 0.4 | 0.1 | 1.0 | 1.5 | 0.4 | 3.4 | 5.5 | .6 |
| 0400 | 0.5 | 0.7 | 0.2 | 0.3 | 0.4 | 0.2 | 0.7 | 1.0 | 0.2 | 2.7 | 4.3 | .4 |
| 0500 | 0.6 | 0.8 | 0.3 | 0.6 | 0.7 | 0.4 | 0.6 | 0.9 | 0.1 | 2.3 | 3.7 | .4 |
| 0600 | 1.1 | 1.1 | 1.1 | 1.5 | 1.4 | 1.7 | 0.6 | 0.7 | 0.4 | 2.3 | 3.5 | .7 |
| 0700 | 2.2 | 2.1 | 2.2 | 3.3 | 3.2 | 3.4 | 1.0 | 1.0 | 1.0 | 3.2 | 4.1 | 1.9 |
| 0800 | 3.6 | 3.4 | 3.8 | 5.1 | 4.9 | 5.4 | 2.0 | 1.8 | 2.2 | 5.5 | 6.3 | 4.3 |
| 0900 | 5.1 | 4.8 | 5.6 | 7.1 | 6.9 | 7.3 | 3.1 | 2.6 | 3.8 | 8.7 | 9.4 | 7.6 |
| 1000 | 5.9 | 5.8 | 6.1 | 7.4 | 7.7 | 7.1 | 4.4 | 3.8 | 5.1 | 12.6 | 13.8 | 11.1 |
| 1100 | 6.6 | 6.2 | 7.1 | 7.3 | 7.3 | 7.2 | 5.9 | 5.0 | 7.1 | 15.8 | 17.7 | 13.1 |
| 1200 | 6.3 | 5.5 | 7.4 | 6.6 | 6.0 | 7.4 | 6.0 | 5.1 | 7.3 | 17.1 | 20.0 | 13.2 |
| 1300 | 6.8 | 6.3 | 7.6 | 7.4 | 6.9 | 8.3 | 6.3 | 5.8 | 7.0 | 17.7 | 20.9 | 13.3 |
| 1400 | 7.5 | 6.7 | 8.8 | 8.1 | 6.9 | 9.7 | 7.1 | 6.6 | 7.8 | 18.8 | 21.9 | 14.6 |
| 1500 | 8.1 | 7.3 | 9.3 | 8.1 | 7.0 | 9.7 | 8.1 | 7.6 | 8.8 | 19.8 | 22.2 | 16.4 |
| 1600 | 7.9 | 7.5 | 8.4 | 7.0 | 6.3 | 7.8 | 8.8 | 8.7 | 9.0 | 19.8 | 21.7 | 17.2 |
| 1700 | 7.3 | 7.3 | 7.5 | 6.4 | 6.4 | 6.4 | 8.3 | 8.2 | 8.6 | 18.0 | 19.4 | 16.0 |
| 1800 | 7.0 | 7.2 | 6.7 | 6.0 | 6.3 | 5.4 | 8.0 | 8.1 | 7.9 | 16.0 | 17.6 | 13.8 |
| 1900 | 6.1 | 6.5 | 5.5 | 5.6 | 6.0 | 5.1 | 6.5 | 7.0 | 5.9 | 14.0 | 16.0 | 11.4 |
| 2000 | 5.0 | 5.6 | 4.1 | 4.2 | 5.0 | 3.2 | 5.7 | 6.1 | 5.1 | 13.1 | 15.0 | 10.5 |
| 2100 | 3.6 | 4.1 | 2.8 | 2.8 | 3.5 | 1.7 | 4.4 | 4.7 | 4.0 | 11.6 | 13.9 | 8.6 |
| 2200 | 2.7 | 3.1 | 2.1 | 1.8 | 2.4 | 1.2 | 3.6 | 3.9 | 3.2 | 10.0 | 12.7 | 6.4 |
| 2300 | 1.9 | 2.4 | 1.2 | 1.3 | 1.8 | 0.6 | 2.5 | 3.0 | 1.9 | 8.3 | 11.1 | 4.4 |
| | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | * | * | * |
| Flights | 10,282 | 5,954 | 4,328 | 5,141 | 2,977 | 2,164 | 5,141 | 2,977 | 2,164 | 5,141 | 2,977 | 2,164 |

* IAC divided by total daily flights gives a total percentage greater than 100%

APPENDIX - TABLE 2

Military Cross-Country Flying: Flights, Times, Speeds, Altitudes, by Service and Type Aircraft, Continental United States, Representative Busy Day FY 1961

| Service and Type Aircraft | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Current Designation | Former Designation | Flights (Number) | Hours Airborne | | Average Speed (Knots) | Average Altitude (000 feet) | Distance Flown (Nautical Miles) | |
| | | | Total | Average | | | Average | Total |
| Total-All Services | | 5,141 | 15,324 | 2:59 | 259 | 16 | 771 | 3,972,074 |
| Air Force | | 3,602 | 11,523 | 3:12 | 288 | 19 | 922 | 3,320,612 |
| Bomber | | | | | | | | |
| Jet | | | | | | | | |
| B-47 | Same | 313 | 1,727 | 5:31 | 423 | 27 | 2,334 | 730,542 |
| B-52 | " | 98 | 816 | 8:20 | 441 | 29 | 3,675 | 360,150 |
| B-57 | " | 57 | 120 | 2:06 | 411 | 28 | 863 | 49,191 |
| B-58 | " | 3 | 18 | 5:33 | 515 | 33 | 2,858 | 8,574 |
| B-66 | " | 8 | 19 | 2:25 | 430 | 26 | 1,039 | 8,312 |
| Prop | | | | | | | | |
| B-25 | Same | 1 | 3 | 3:11 | 180 | 8 | 573 | 573 |
| B-26 | " | 8 | 24 | 2:59 | 230 | 7 | 686 | 5,488 |
| B-50 | " | 8 | 46 | 5:48 | 260 | 14 | 1,508 | 12,064 |
| Fighter | | | | | | | | |
| Jet | | | | | | | | |
| F-84 | Same | 40 | 45 | 1:07 | 443 | 29 | 495 | 19,800 |
| F-86 | " | 63 | 53 | :52 | 405 | 27 | 351 | 22,113 |
| F-89 | " | 26 | 35 | 1:22 | 398 | 27 | 544 | 14,144 |
| F-100 | " | 75 | 143 | 1:54 | 488 | 28 | 927 | 69,525 |
| F-101 | " | 16 | 27 | 1:42 | 482 | 32 | 819 | 13,104 |
| F-102 | " | 21 | 23 | 1:06 | 485 | 31 | 534 | 11,214 |
| F-104 | " | 12 | 12 | 1:04 | 520 | 33 | 555 | 6,660 |
| F-105 | " | 2 | 3 | 1:20 | 505 | 32 | 673 | 1,346 |
| F-106 | " | 2 | 2 | 1:08 | 540 | 35 | 612 | 1,224 |

Appendix - Table 2

| Current Designation | Former Designation | Flights (Number) | Hours Airborne Total | Hours Airborne Average | Average Speed (Knots) | Average Altitude (000 feet) | Distance Flown (Nautical Miles) Average | Distance Flown (Nautical Miles) Total |
|---|---|---|---|---|---|---|---|---|
| **Reconnaissance** | | | | | | | | |
| Jet | | | | | | | | |
| RB-47 | Same | 4 | 17 | 4:15 | 420 | 28 | 1,785 | 7,140 |
| RB-57 | " | 2 | 5 | 2:42 | 417 | 28 | 1,126 | 2,252 |
| RB-66 | " | 1 | 2 | 2:09 | 445 | 17 | 957 | 957 |
| RF-84 | " | 2 | 2 | 1:11 | 432 | 31 | 511 | 1,022 |
| RF-101 | " | 1 | 2 | 1:37 | 487 | 33 | 787 | 787 |
| Prop | | | | | | | | |
| RC-47 | Same | 1 | 3 | 2:45 | 145 | 6 | 399 | 399 |
| RB-50 | " | 1 | 4 | 4:00 | 250 | 12 | 1,000 | 1,000 |
| RC-121 | " | 1 | 12 | 12:30 | 200 | 7 | 2,500 | 2,500 |
| RC-130 | " | 1 | 2 | 2:00 | 280 | 14 | 560 | 560 |
| **Tanker** | | | | | | | | |
| Jet | | | | | | | | |
| KC-135 | Same | 90 | 484 | 5:23 | 441 | 29 | 2,374 | 213,660 |
| Prop | | | | | | | | |
| KB-50 | Same | 5 | 21 | 4:10 | 260 | 20 | 1,083 | 5,415 |
| KC-97 | " | 97 | 607 | 6:17 | 219 | 14 | 1,376 | 133,472 |

Appendix - Table 2

| Current Designation | Former Designation | Flights (Number) | Hours Airborne | | Average Speed (Knots) | Average Altitude (000 feet) | Distance Flown (Nautical Miles) | |
|---|---|---|---|---|---|---|---|---|
| | | | Total | Average | | | Average | Total |
| **Search & Rescue** | | | | | | | | |
| Prop | | | | | | | | |
| HU-16 | SA-16 | 20 | 58 | 2:54 | 148 | 5 | 429 | 8,580 |
| HC-47 | SC-47 | 4 | 14 | 3:41 | 138 | 6 | 508 | 2,032 |
| HC-130 | SC-130 | 1 | 3 | 3:18 | 290 | 24 | 957 | 957 |
| **Utility** | | | | | | | | |
| Jet | | | | | | | | |
| U-2 | Same | 4 | 24 | 5:53 | 415 | 35 | 2,442 | 9,768 |
| Prop | | | | | | | | |
| U-3 | Same | 135 | 346 | 2:34 | 164 | 6 | 421 | 56,835 |
| U-4 | " | 7 | 20 | 2:55 | 144 | 6 | 420 | 2,940 |
| **Transport** | | | | | | | | |
| Jet | | | | | | | | |
| C-135 | Same | 2 | 9 | 4:29 | 441 | 31 | 1,977 | 3,954 |
| Prop | | | | | | | | |
| C-45 | Same | 52 | 114 | 2:11 | 143 | 6 | 312 | 16,224 |
| C-47 | " | 490 | 1,597 | 3:16 | 142 | 6 | 464 | 227,360 |
| C-54 | " | 81 | 343 | 4:14 | 179 | 7 | 758 | 61,398 |
| C-97 | " | 35 | 179 | 5:08 | 219 | 10 | 1,124 | 39,340 |
| C-117 | " | 5 | 18 | 3:42 | 141 | 6 | 522 | 2,610 |
| C-118 | " | 41 | 194 | 4:44 | 233 | 13 | 1,103 | 45,223 |

Appendix - Table 2

| Current Designation | Former Designation | Flights (Number) | Hours Airborne Total | Hours Airborne Average | Average Speed (Knots) | Average Altitude (000 feet) | Distance Flown (Nautical Miles) Average | Distance Flown (Nautical Miles) Total |
|---|---|---|---|---|---|---|---|---|
| C-119 | " | 136 | 391 | 2:53 | 170 | 6 | 490 | 66,640 |
| C-121 | " | 38 | 327 | 8:37 | 213 | 8 | 1,835 | 69,730 |
| C-123 | " | 81 | 279 | 3:27 | 156 | 7 | 538 | 43,578 |
| C-124 | " | 91 | 408 | 4:29 | 200 | 7 | 897 | 81,627 |
| C-130 | " | 44 | 130 | 2:57 | 286 | 19 | 844 | 37,136 |
| C-131 | " | 54 | 252 | 4:40 | 202 | 9 | 943 | 50,922 |
| C-133 | " | 10 | 69 | 6:52 | 252 | 17 | 1,730 | 17,300 |
| Trainer | | | | | | | | |
| Jet | | | | | | | | |
| T-33 | Same | 1,042 | 1,634 | 1:34 | 375 | 28 | 588 | 612,696 |
| T-37 | " | 22 | 29 | 1:18 | 240 | 17 | 312 | 6,864 |
| TF-102 | " | 1 | 1 | :49 | 397 | 25 | 324 | 324 |
| Prop | | | | | | | | |
| T-28 | Same | 96 | 193 | 2:01 | 185 | 7 | 373 | 35,808 |
| T-29 | " | 142 | 597 | 4:12 | 193 | 10 | 811 | 115,162 |
| T-34 | " | 6 | 9 | 1:27 | 126 | 4 | 183 | 1,098 |
| TC-47 | " | 1 | 5 | 5:25 | 145 | 7 | 785 | 785 |
| TC-119 | " | 1 | 2 | 2:30 | 165 | 8 | 413 | 413 |
| Helicopter | | | | | | | | |
| HH-43 | H-43 | 1 | 1 | 1:30 | 80 | 1 | 120 | 120 |
| Navy | | 1,065 | 2,562 | 2:24 | 199 | 12 | 479 | 518,597 |
| Attack | | | | | | | | |
| Jet | | | | | | | | |
| A-3 | A3D | 32 | 88 | 2:45 | 440 | 29 | 1210 | 38,720 |
| A-4 | A4D | 31 | 37 | 1:10 | 426 | 26 | 497 | 15,407 |

Appendix - Table 2

| Current Designation | Former Designation | Flights (Number) | Hours Airborne Total | Hours Airborne Average | Average Speed (Knots) | Average Altitude (000 feet) | Distance Flown (Nautical Miles) Average | Distance Flown (Nautical Miles) Total |
|---|---|---|---|---|---|---|---|---|
| AF-9 | F9F-8B | 2 | 2 | :55 | 416 | 30 | 381 | 762 |
| **Prop** | | | | | | | | |
| A-1 | AD | 45 | 96 | 2:07 | 187 | 8 | 396 | 17,820 |
| **Fighter** | | | | | | | | |
| **Jet** | | | | | | | | |
| F-1 | FJ | 20 | 28 | 1:24 | 443 | 30 | 620 | 12,400 |
| F-2 | F2H | 4 | 5 | 1:08 | 388 | 28 | 440 | 1,760 |
| F-3 | F3H | 6 | 6 | :57 | 406 | 27 | 386 | 2,316 |
| F-6 | F4D | 9 | 9 | 1:02 | 453 | 24 | 468 | 4,212 |
| F-8 | F8U | 25 | 31 | 1:14 | 484 | 28 | 597 | 14,925 |
| F-9 | F9F | 82 | 103 | 1:15 | 435 | 30 | 544 | 44,608 |
| F-11 | F11F | 7 | 7 | :57 | 468 | 27 | 445 | 3,115 |
| **Reconnaissance** | | | | | | | | |
| **Jet** | | | | | | | | |
| RF-9 | F9F-8P | 1 | 1 | 1:24 | 450 | 32 | 630 | 630 |
| **Anti-Submarine** | | | | | | | | |
| **Prop** | | | | | | | | |
| S-2 | S2F | 93 | 246 | 2:39 | 161 | 5 | 427 | 39,711 |
| **Warning** | | | | | | | | |
| **Prop** | | | | | | | | |
| EC-121 | WV | 9 | 37 | 4:37 | 212 | 9 | 979 | 7,844 |
| E-1 | WF | 2 | 7 | 3:30 | 150 | 5 | 525 | 1,050 |

Appendix - Table 2

| Current Designation | Former Designation | Flights (Number) | Hours Airborne Total | Hours Airborne Average | Average Speed (Knots) | Average Altitude (000 feet) | Distance Flown (Nautical Miles) Average | Distance Flown (Nautical Miles) Total |
|---|---|---|---|---|---|---|---|---|
| Patrol | | | | | | | | |
| Prop | | | | | | | | |
| P-2 | P2V | 45 | 244 | 5:25 | 181 | 6 | 980 | 44,100 |
| P-5 | P5M | 9 | 58 | 6:26 | 156 | 4 | 1,004 | 9,036 |
| Observation | | | | | | | | |
| Prop | | | | | | | | |
| 0-1 | OE | 3 | 6 | 1:49 | 108 | 4 | 196 | 588 |
| Transport | | | | | | | | |
| Prop | | | | | | | | |
| C-1 | TF | 32 | 70 | 2:11 | 178 | 6 | 389 | 12,448 |
| C-45 | SNB | 267 | 654 | 2:27 | 141 | 6 | 345 | 92,115 |
| C-47 | R4D | 85 | 220 | 2:35 | 168 | 6 | 434 | 36,890 |
| C-54 | R5D | 65 | 175 | 2:42 | 178 | 6 | 481 | 31,265 |
| C-118 | R6D | 10 | 45 | 4:27 | 232 | 10 | 1,032 | 10,320 |
| C-119 | R4Q | 19 | 48 | 2:33 | 173 | 6 | 441 | 8,379 |
| C-121 | R7V | 2 | 3 | 1:36 | 267 | 11 | 427 | 854 |
| C-131 | R4Y | 32 | 84 | 2:37 | 204 | 9 | 534 | 17,088 |
| * | JRB | 3 | 8 | 2:41 | 136 | 4 | 365 | 1,095 |
| Utility | | | | | | | | |
| Prop | | | | | | | | |
| U-11 | UO | 2 | 5 | 2:17 | 162 | 7 | 370 | 740 |
| U-16 | UF | 16 | 43 | 2:42 | 153 | 5 | 413 | 6,608 |
| UB-26 | JD | 3 | 7 | 2:11 | 193 | 4 | 421 | 1,263 |

Appendix - Table 2

| Current Designation | Former Designation | Flights (Number) | Hours Airborne Total | Hours Airborne Average | Average Speed (Knots) | Average Altitude (000 feet) | Distance Flown (Nautical Miles) Average | Distance Flown (Nautical Miles) Total |
|---|---|---|---|---|---|---|---|---|
| Training | | | | | | | | |
| Jet | | | | | | | | |
| T-1 | T2V | 15 | 21 | 1:22 | 373 | 31 | 510 | 7,650 |
| T-2 | T2J | 4 | 6 | 1:33 | 315 | 20 | 488 | 1,952 |
| TF-9 | F9F-8T | 14 | 19 | 1:23 | 429 | 32 | 593 | 8,302 |
| TF-10 | F3D-2T | 8 | 8 | :58 | 358 | 23 | 346 | 2,768 |
| T-33 | TV | 25 | 37 | 1:29 | 352 | 26 | 522 | 13,050 |
| Helicopter | | | | | | | | |
| TH-13 | HTL | 1 | 2 | 1:45 | 75 | 2 | 131 | 131 |
| CH-19 | HRS | 6 | 12 | 2:02 | 64 | 2 | 130 | 780 |
| UH-19 | H04S | 1 | 1 | 1:33 | 90 | 2 | 137 | 137 |
| UH-25 | HUP | 8 | 14 | 1:46 | 78 | 2 | 138 | 1,104 |
| SH-34 | HSS | 7 | 13 | 1:51 | 91 | 2 | 168 | 1,176 |
| UH-34 | HUS | 11 | 20 | 1:52 | 87 | 2 | 162 | 1,782 |
| CH-37 | HR2S | 2 | 3 | 1:37 | 85 | 2 | 137 | 274 |
| UH-43 | HUK | 1 | 1 | :50 | 55 | 2 | 46 | 46 |
| Lighter than Air | | | | | | | | |
| Z-1 | ZPG | 1 | 32 | 32:00 | 43 | - | 1,376 | 1,376 |
| Army | | 474 | 1,239 | 2:36 | 107 | 5 | 280 | 132,865 |
| Utility | | | | | | | | |
| Prop | | | | | | | | |
| U-1 | U-1 | 36 | 100 | 2:46 | 105 | 5 | 291 | 10,476 |
| U-6 | L-20 | 165 | 431 | 2:36 | 107 | 5 | 278 | 45,870 |

Appendix - Table 2

| Current Designation | Former Designation | Flights (Number) | Hours Airborne Total | Hours Airborne Average | Average Speed (Knots) | Average Altitude (000 feet) | Distance Flown (Nautical Miles) Average | Distance Flown (Nautical Miles) Total |
|---|---|---|---|---|---|---|---|---|
| U-8 | L-23 | 81 | 190 | 2:20 | 158 | 6 | 369 | 29,889 |
| U-9 | L-26 | 8 | 17 | 2:04 | 160 | 5 | 331 | 2,648 |
| * | L-17 | 5 | 6 | 1:08 | 107 | 4 | 121 | 605 |
| Observation | | | | | | | | |
| Prop | | | | | | | | |
| O-1 | L-19 | 105 | 278 | 2:39 | 93 | 4 | 246 | 25,830 |
| OV-1 | AO | 1 | 6 | 5:34 | 200 | 5 | 1,113 | 1,113 |
| Training | | | | | | | | |
| Prop | | | | | | | | |
| T0-1 | TL-19 | 12 | 32 | 2:40 | 102 | 4 | 272 | 3,264 |
| Stol | | | | | | | | |
| Prop | | | | | | | | |
| CV | AC | 1 | 1 | 1:12 | 150 | 6 | 180 | 180 |
| Helicopter | | | | | | | | |
| UH-1 | HU | 2 | 9 | 4:34 | 79 | 2 | 361 | 722 |
| OH-13 | H-13 | 10 | 39 | 3:48 | 63 | 2 | 239 | 2,390 |
| UH-19 | H-19 | 10 | 28 | 2:46 | 67 | 2 | 185 | 1,850 |
| CH-21 | H-21 | 18 | 42 | 2:20 | 79 | 2 | 184 | 3,312 |
| OH-23 | H-23 | 4 | 9 | 2:17 | 60 | 2 | 137 | 548 |
| CH-34 | H-34 | 12 | 38 | 3:07 | 82 | 2 | 256 | 3,072 |
| CH-37 | H-37 | 4 | 13 | 3:18 | 83 | 2 | 274 | 1,096 |

* Aircraft models which have not been redesignated and are no longer in the active inventory



GPO 940773